



THE TROLLEY PARK NEWS



Fall 1983

Oregon Electric Railway Historical Society Bulletin

Vol. 24, No. 2

IT'S TIME TO PAY DUES AGAIN

Dues for the O.E.R.H.S. are due each January, as most of you know. Again, to avoid postage and paperwork, we would appreciate it if all those attending the annual banquet on January 26th (details elsewhere in this bulletin) would pay at that time. However, members who cannot make the banquet may mail their renewals to Dr. Griffith at: O.E.R.H.S., Inc., 12530 S.E. Knapp St., Portland, OR 97236. A dues form has been included with this newsletter for your convenience. Please note that dues have not been raised! Members who joined after the close of operating season this year may ask to have their first dues payment applied to 1984. If that is your situation please send a note to Dr. Griffith with an explanation. But, if you can afford it, why not make a donation? We are short of funds and could use a donation from one and all.

BULLETIN CRISIS

It is unfortunate to have to end the year with yet another apology and an urgent appeal for assistance in 1984 with the newsletter. Members of volunteer-run societies like ours must get weary of frequent cries for help, nevertheless, the reality of the situation has dictated the raising of just such a hue and cry.

This editor has found ever-dwindling time for the publication of the newsletter, as most of you must be aware. The raising of a family has ended free time at home, and staff cuts at work put an end to extended breaks for "inter-museum projects" like the bulletin.

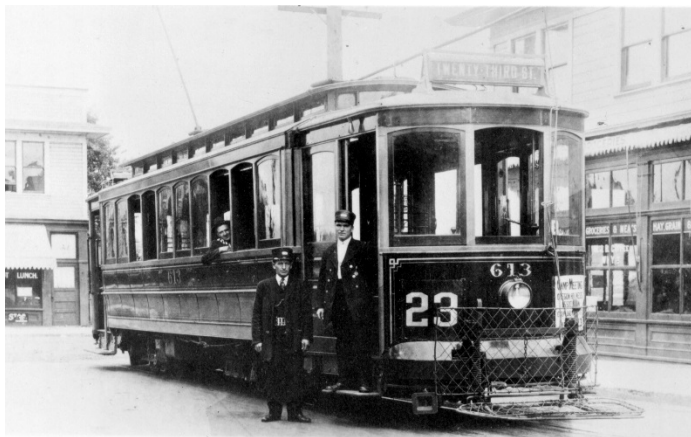
Bulletins were issued monthly in 1975-6, and nearly so in 1977. But the TPN was usually a simple one-page affair in those days. As content increased and format became more elaborate publication had to be cut back to a bi-monthly schedule starting in 1978. Still, guilt was assuaged by the knowledge that the size of each issue had grown (i.e., the number of pages received each year continued to expand). Constraints on your editor's time began to make

themselves felt in 1981. That spring the board agreed that a committee approach might solve the newsletter problem. The group approach to writing was launched that summer and met with some success at first. But, within a year regular contributors had fallen to three and a crisis was again declared. Only one bi-monthly issue was skipped in 1981, but in 1982 just three bulletins were published. An urgent appeal for help resulted in Greg Bonn volunteering to write a monthly supplement that would consist of a Xeroxed page of information for volunteer crews at the Trolley Park. The idea was to free the regular bulletin so that it could be published infrequently (perhaps quarterly or semi-annually). It would contain mainly historical articles, light rail updates and pictures. However, Greg was soon working 10 to 12 hour days and the supplement died after one issue.

This year we limped by with only two newsletters. ALL small society newsletter editors suffer from a dearth of submitted material, of course. But the O.E.R.H.S. needs more than two bulletins annually, and this editor can no longer write 90% of the TPN.

There would appear to be two possible solutions to this dilemma: #1 Try publication by committee again (perhaps with rotating editors?) and assigning regular columns to individuals so that all the editor had to do was "edit"; #2 Appoint a new editor. After all, nine years is a long time for one person to remain in a position. There would be plenty of work left over for a corresponding secretary (writing to new members, mailing brochures, maintaining the mailing list, etc.) or for a recording secretary (to take and distribute minutes). Constructive suggestions are welcome.

The Trolley Park News is published bi-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.



Car 613 at the northern terminus of the 23rd Street Line, N.W. 24th and Nicolai Streets, c. 1913. No. 613 was built in 1911 by the American Car Company in St. Louis, and was one of a large order of P.R.L. & P. "standards". It was retired in 1938, along with many other 500 and 600 series cars. The 600s were classic P.A.Y.E. clerestory-roofed double-truck city streetcars. (Charles Hayden Collection)

I REMEMBER THE 23RD ST. LINE

By Bill Hayes

At the time of its demise on February 26, 1950 the 23rd St. Line was the oldest operating carline in the city. If one considers its horse-powered predecessor operated by The Multnomah Street Railway Co. the line can be traced back to November, 1882. Electric cars began operating on Washington Street on March 19, 1890. In 1891 the line was extended to 23rd and Thurman. By November, 1907, under PRL& P, 23rd St. cars were running from 2nd and Washington to 26th and Thurman. In December of that year the outer terminal was changed to the Fair Grounds Loop (27th and Upshur). Then, in September, 1908, the northern terminus was moved to 24th and Nicolai, where it remained for nearly 30 years, going back to the Fair Grounds Loop when the North & South Portland Line was dropped on May 22, 1937.

The 23rd St. Line was little more than two miles long, yet it was one of the heaviest travelled routes in its heyday. Operating out of Savier Division, it served almost every kind of neighborhood from the busy downtown, past the Nob Hill District of fine homes and early apartments, to the hospitals, and on to the modest homes of Slabtown (an area later to become heavily industrial). The line also served City (now Washington) Park.

For a period beginning in April, 1910 the Lovejoy short line was run over the same trackage, terminating at 23rd and Lovejoy. It may have offered more than tripper service, with Lovejoy cars running all day,

Over the years various types of "standard" cars were used on the 23rd Line: during the season "Baseball" trippers were run to the Vaughn Street Ballpark. These were a hodge-podge of anything at Savier Barn that would run, from old 300s to Council Crest "opens" (260s-70s) and 200-type open bench cars. Twenty-Third cars also had the distinction of connecting with more stub lines than any other line (13th, Arlington Hts., Kings Hts. and Westover).

Some of Portland's most prominent people used this line to go to and from their downtown businesses and rubbed elbows with less fortunate citizens from farther down the tracks. That was the democracy of the streetcar everywhere 60 to 70 years ago (except in the Deep South).

Many interesting landmarks along the 23rd Street Line are long gone now: downtown business buildings too numerous to mention, The Circle, United Artists, Rivoli and Blue Mouse Theaters; Red Electric and Oregon Electric tracks; Murlark Hall; the old Washington Street Car barn and Gambrinus Brewery across the street; the original Good Samaritan Hospital, as well as the Vaughn Street Ball, which saw its last game Sept. 11, 1955.

On August 1, 1948 the 15 800-class "Broadway" cars replaced the old 500-600 types which had been used on the line for some 40 years. The newer cars would see only a-year-and-a-half's service before retirement, when, along with Council Crest and Willamette Heights, the 23rd Line died and Portland's streetcar era ended.



MEETING REPORTS

June:

Museum Director Paul Class informed the board that the Old Trolley Car Pizza Company was about to be closed and dismantled to make way for a hydro-tube operation in the same spot at Washington Sq. Mall. He encouraged interested members to get in touch with management regarding sale of the interesting photographs and signs that adorn that restaurant.

President Roy Bonn reported that the Dale Varner street scene background painting had finally been installed in the diorama window at the Trolley Park Depot.

Past-President Chuck Hayden resigned as Superintendent of Operations at the Park citing increased job responsibilities and other limitations on his free time. Bill Hayes suggested that some of the Super's responsibilities be assigned to an officer who would telephone members each week to insure volunteer crews at the Park. In response, the Board appointed Bill as our first "Dispatcher," effective immediately. Hayden generously volunteered to continue training new crew members at pre-arranged sessions if enough people were interested.

Gift Shop Manager John Sawyer explained that the rearranged floor plan in the Gift Shop was working out very well as a sort of lobby where visitors could congregate without getting in the way of those looking at the exhibits.

July:

Treasurer Larry Griffith explained that he had finally managed to sell some local advertising for the Council Crest car's visit to San Francisco this summer. Jantzen has paid for a 1940s period sign that will appear on the car's dash. Larry made sure the poster, which features the famous Jantzen diving girl trademark, would mention Portland, Oregon along the bottom. Larry also reported that the 503 project was over budget and said that salaries totaling some \$1,350 would need to be paid in installments throughout the rest of the season and beyond, if necessary. He concluded his report by indicating that a new pump had been installed on the Park's water system (the Meadows Station restrooms had been out-of-service for a time). It was decided that as soon as No. 503 has left for the Bay Area the top restoration priority will be completing repairs on No. 1187 which suffered platform damage in a "parking" collision in the barn last winter.

Greg Bonn and Al Haij were appointed to head up the restoration committee for No. 1187 and a motion was passed approving the labor needed to complete the dash repair work as soon as possible. The motion also stated that the committee look into putting the air brakes back on No. 1187.

In another motion the Board offered the vacant superintendent's position to former assistant superintendent Al Nelson, pending his approval (he was not at the meeting). An assistant would then be appointed at the next meeting.

There was some discussion of a new bout of derailments at the Park this season and President Bonn suggested a section of rail be replaced or reground. He said he felt guard rail was the only permanent solution, but knew that Paul Class was against that because of the unusually wide wheel flanges on some of the rolling stock.

It was determined that the first Saturday of each month would be a training and review day for platform crews (particularly prior and after regular operation for the day), and Chuck Hayden agreed to continue training when he could. In a final motion, a general membership meeting was scheduled for mid-August to give members a chance to visit and boost morale. Chuck Hayden volunteered to reserve the Union Pacific Railroad Clubhouse in North Portland for this event, which will include several slide shows.

August:

Treasurer Griffith reported that total bills on the 503 project were now running \$9,208, which is nearly double the original estimate. About \$5,000 of this remains to be paid, so the Board declared a spending freeze until this debt is cleared up.

Paul Class indicated that a \$10,000 grant application was about to be made with the Fred Meyer Charitable Trust, and Roy Bonn suggested a detailed proposal be sent focusing on Broadway car 4012.

Paul asked the board to consider adding Oporto car No. 178 to the operating roster next year. He explained that Bill Naito was willing to loan it to us, and that it could be made operational by installing two spare controllers ordered for burned-out Ballarat tram No. 30. Since this would incur no Society expense, the board approved the request. Finally, the Board approved loaning No. 503 to San Francisco again next year, if asked.

September:

Don MacDonald announced that the current feeling among San Francisco transit authorities is that there probably may be no repeated "Trolley Festival" next year, so we can't count on revenue from that source to help pay off 503 project debts. Treasurer Larry Griffith received Board permission to mail an appeal for donations to the membership for the approximately \$3,000 debt remaining. This would be sent out with a Xeroxed abbreviated bulletin that Roy Bonn volunteered to put together. Paul Class said that he did not think overall expenditures on the 503, including the bicentennial grant in 1976 and the Tri-Met birthday celebration display in 1980, had been excessive. He explained that trolley restoration costs were now averaging in the neighborhood of \$15-20,000 per car. He also reported that the 503 could be expected home from San Francisco in mid-October and would be available for any membership gathering at the end of the operating season.

Don MacDonald announced that the Canadian contingent had visited the Park recently (they come down once a year in late summer) and one of their group had volunteered to research B.C. Hydro's archives for pictures and information about interurban No. 1304.

Chuck Hayden reported that he would be checking on surplus Broadstreet Subway cars while in Philadelphia this month. He will let us know the situation in light of our proposed interest in acquiring such a vehicle.

Glenn Eaton was appointed as a representative to the upcoming A.R.M. convention in Maine.

Paul Class said that, in light of crowded storage conditions, he had rethought his suggestion that Oporto tram No. 178 be operated at Glenwood next season. He suggested that trams 122 and 189, which would be returning from San Francisco soon, would be a better alternative to 178. Paul also explained that the Society had been offered work space in a warehouse owned by Anctil Sheet Metal Company (where Greg Bonn works). Don MacDonald asked Roy Bonn to contact Anctil about moving a line truck in there this winter as an in-town restoration project.

October:

Treasurer Larry Griffith reported that outstanding bills had been reduced to about \$2,300.

Glenn Eaton gave a report on the A.R.M. convention. Six local people attended.

Roy Bonn discussed winterizing plans for the Trolley Park, which will include placing plywood over Museum windows, keeping sufficient fuel oil in the Museum furnace for minimal heat (so the cold won't damage exhibits), and bringing picnic tables inside for the winter. In order to insure that the Museum would no longer be used for Class family purposes Larry Griffith suggested that the Society subsidize the hot water bill in Paul Class's new house to the amount of \$20.00 per month (the members' area of the Museum is no longer lived in, but it is still needed for baths, washing clothes, etc.).

Roy also brought up the deteriorating trestle over the creek adjacent to the depot. Repairs are needed, but must be put off until low water season. Roy said we have all materials required for the repairs on hand.

Chuck Hayden, Bill Hayes, and Dick Thompson were again appointed as the annual banquet committee, with the addition of one additional member, Larry Griffith. The Board approved setting up a date in January at The Crossing Restaurant in Vancouver, as usual.

November:

Larry Griffith explained that only about 2% of members responded with a donation toward the 503 fund in response to the 122 letters he mailed. He hoped this situation would change as time went on.

Paul Class reported that Dick Hochstettler had agreed to provide security at the Park this winter whenever the Class family was absent. Mr. Hochstettler is currently living in Paul's house, but cooking meals in the Museum. Paul also announced that the blue house trailer formerly used for overnight facilities for volunteers at the Park was going to be cleaned up and sold. Larry Griffith asked whether Hochstettler might be able to sleep in the back room of the Museum this winter for added security in exchange for a heating oil consideration from us. He explained that this would just be for the winter, and that come Spring we would need to clean up the entire back area and kitchen prior to opening for the season. Greg Bonn suggested the old water heater be replaced and Paul said the old stove should be thrown away.

Larry proposed a work party to put away picnic tables, several of which are threatened by rising water at the Park. John Sawyer wondered if Broadway car No. 4012 could

be moved back to the barn so the Aussie car could be painted in the shop.

Member Mike Parker has volunteered to raise all overhead on the main line, replace a pole that fell next to the shop, and to wire the heaters on No. 503.

December:

(Meeting held as a special session in late November). Treasurer Griffith reported current outstanding obligations of just under \$3,000. Approximately \$1,000 of this is over one year past due. A total of \$1,556 remains unpaid on the 503 project. Dr. Griffith recognized the contribution of Gales Creek Iron and Steel Co., which had contributed \$3,050 worth of work on the car during the summer. He expressed regret that there had not been a healthier response from the membership to the appeal mailed out two months ago.

Vice President Bud Statton moved that the Society take out a short-term loan of up to \$4,000 with the First Interstate Bank branch in Forest Grove to pay these bills. Roy Bonn seconded the motion, which was approved with one nay vote. Paul Class said we had not taken out a loan from the Forest Grove bank since the 1960s. He explained that we had planned on paying off our debts by next summer, when some \$3,500 can be expected from the farebox, in addition to \$800 from the gift shop and about \$1,650 from membership dues. However, in light of the approximately \$40/month we are now paying in interest and finance charges on outstanding debts a loan would seem more reasonable. Most important of all, a loan would halt any further tarnishing of the Society's credit rating. Bud Statton was authorized to complete the paperwork for the loan and Paul agreed to circulate it to the officers for signing. There are thousands of dollars' worth of assets at the Trolley Park, but since we are a non-profit society, four officers co-signed the loan as collateral. They are Greg Bonn, Paul Class, Tom Mendenhall and Bud Statton.

SAN FRANCISCO TROLLEY FESTIVAL

A little piece of Portland's past was rolling along San Francisco's Market Street last summer, earning praise both for style and service. While the famous cable cars were out-of-action for the first time in memory, tourists were offered equally nostalgic rides on a fleet of 10 antique trolleys.



Former Council Crest Line car #503 pauses at Duboce and Market Streets in front of the new San Francisco Mint in July, 1983 soon after arrival in the Bay City. No. 503 was one of three trolleys from Glenwood that were loaned to San Francisco during the Trolley Festival (Doug Richter photograph)

One of them was 80-year old Council Crest car 503, emblazoned with the famous Jantzen diving girl and the legend "See Portland From Council Crest". The vehicle, which is bound to become the Trolley Park's favorite car, was in operation for the first time in 33 years, following a loving restoration at Glenwood. It was rushed through the final steps toward refurbishment and loaded onto the new Gales Creek Enterprises trailer for the journey south on July 14th. There wasn't time for regular operation at the Park first, so Oregon residents awaited return of No. 503 in October for that (in fact, 22 members of the Oregon Chapter of the Victorian Society in America gave the car a welcome home via a special charter and tour on October 22nd).

Ironically, last summer was not the first time No. 503 had been called upon to replace cable cars. That was exactly what it did in 1904 when called to duty on Portland Heights. The new line phased out the old Portland Heights cable route, which had begun operating in 1889 (and which sported steeper inclines than anything in San Francisco).

The Historic Trolley Festival was kicked off three weeks before the Council Crest car arrived, with a gala parade, and ran for three months, through September 26th. Cars operated every 15 minutes out of the East Bay Terminal. The other end of the line was 17th St. at the intersection with Castro.

The Festival trolleys traveled out Market Street to Duboce Avenue, then west on Duboce, south on Church, and west again on 17th. A one-way fare was 60 cents.

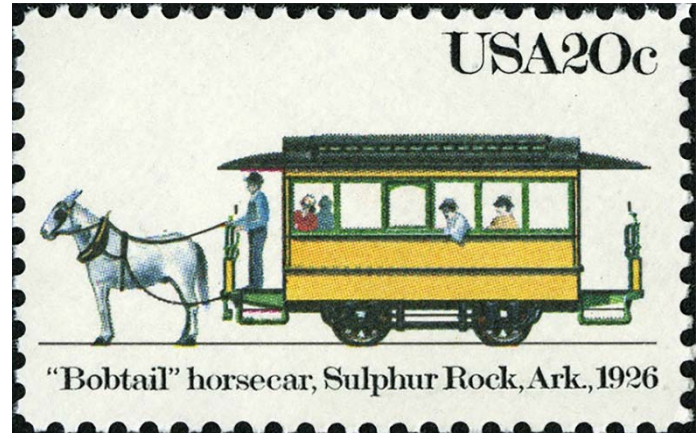
Two other trolleys were sent from Glenwood for the Festival; Bill Naito's Oporto cars No. 122 (built in 1909) and No. 189 (built in 1912). The other participants in this unique event included: Muni No. 1 (1912), No. 130 (1914) and No. 178 (both 1923 vintage "iron monsters" on loan from the California Railway Museum), Muni PCCs 1040 (1952) and 1704 (1946) (the latter repainted to original St. Louis Public Service colors and renumbered from 1128); No. 226 (Blackpool Corp., 1934); No. 648 (Melbourne, 1930); and No. 3557 (Hamburg, Germany).

An additional trolley, No. 978 from Milwaukee Wisconsin, did not arrive in operating condition. Paul Class, who had the contract to haul most of the Festival cars on his special trailer, reports that the Milwaukee car was damaged when rusted body sills gave way, causing it to fall off the trailer.

The Trolley Park's own 24-ton Council Crest car did not experience such dramatic transit problems, although its arrival was delayed by last minute restoration at Glenwood. A slide program on the exciting Festival will be presented at the OERHS annual banquet in January.



Oporto tram No. 122 races a Muni LRV down Taraval Street in San Francisco during special weekend operation on the "L" (Taraval) line in July, 1983. The building at right is the library branch at 22nd Street. (Doug Richter photograph)



ERROR FOUND ON STREETCAR STAMPS

A major design error has been discovered in one of the block of four 20-cent streetcar stamps first issued October 1st at the Seashore Trolley Museum in Kennebunkport, Maine. Many O.E.R.H.S. members have, undoubtedly, been using these attractive new stamps on their mail. Some of us have even been faced with the dilemma of having to choose between trolleys or Santa Claus for Christmas card postage this year! Yet, how many spotted an error?

Here's the answer: The mistake was in the caption accompanying the illustration of an historic horsecar in Sulphur Rock, Arkansas. The drawing is fine, but it does not correspond to the caption describing a "Bobtail" car. The car on the stamp is actually a double-ended horsecar.

Both types of horsecar were once common in U.S. cities, including Portland (where the first horse-drawn streetcar went into service in 1872). But, a "bobtail" was a distinctive single-ended car with a platform immediately behind the horse and a step leading to the door at the rear of the car.

Bobtail cars cost less than double-enders. Perhaps more importantly, they were lighter, which meant they could usually be pulled by a single horse. However, they were not popular with the riding public for several reasons. For one thing, they were not evenly balanced and tended to sway and bob. Even worse, passengers were required to board and exit in the middle of the track. This area was often one where the pavement was worn down by the horses and was strewn with manure.

REVIEW: TRACTION & MODELS MAGAZINE

It has been a year, but there is still time to order the September, 1982 issue, Vol. 17, No. 11, of *Traction & Models Magazine* from the Vane Jones Co., 6710 Hampton Dr., Indianapolis, IN 46226. This issue features two articles of interest to local traction fans; "Trolley Park" by Richard Shipley, and "A Desire Named Streetcar" by Paul Class. The first one is a short description of the Park illustrated with ten color photographs taken by the author in July of 1982. The article is flattering ("This was my first visit to the Glenwood in five years, and I was pleasantly surprised by the improvements.") and I could find only one error, in the caption to the photo of interurban car No. 1067, which is labeled as 1032. But, as it turned out, that mistake was found by other readers, who set the record straight in the Letters to the Editor column. The second article is, perhaps, more interesting, since it is a "condensed history of Gales Creek Enterprises" which, as many know, is Paul Class's business. The highlight of the story is a two-page all-time roster of the 57 vehicles restored, or remodeled for alternative use, by GCE. Single copies of *T&M* are \$2.50.

GEORGE CHOPE REMEMBERED

Longtime traction enthusiast George Chope passed away in his Seattle home October 18, 1983. George was in his 60s and had recently cut back to part-time work as a security guard. Although originally from the Seattle area, Mr. Chope lived in Portland during the 1950s, working as a "peanut butcher" for ball park concessionaires. He returned to Seattle in the late 1960s.

George was well-known among local juice fans for the model layout in his Errol Heights home, which sported scratch-built replicas of every type of Portland trolley. Another hobby goal was to find a photograph of every Portland car, and he acquired scores of snapshots. Some of these will find their way into the library in Bill Hayes home, where they will serve as a tribute to Chope's efforts.

WORK AT THE PARK AND ELSEWHERE

Paul Class reports that things have not been "all quiet on the Western Front" at Glenwood this winter. The Society's loan has been approved (see December meeting report) and debts will be paid off by the first of the year.

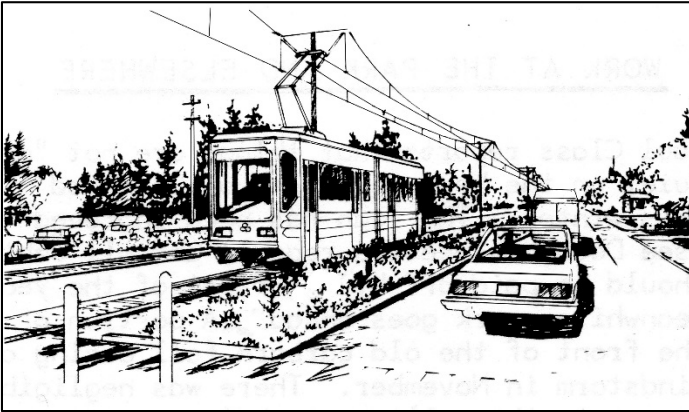
Meanwhile, work goes ahead. A portion of the carbarn front wall fell during a wind storm in November. There was negligible damage to the rolling stock (one quarter-sized dent in No. 503's fender) and the mess has already been cleaned up, nails pulled, and good boards salvaged for reinstallation next Spring. Cause was apparently several rotten beams. Bad ties have also been replaced in front of the carbarn, and new metal "caution", "slow" and "stop" signs have been placed on the overhead throughout the system (in place of trackside signs).

Other projects: Although longer-lasting brushes are still needed, the compressor in B.C.E.R. No. 1304 has been rebuilt using an armature from a surplus G.E. D2E6 compressor bought from Boston. The dash has been removed from PCC No. 1159, and the electric gong switch replaced with one obtained from MUNI. Greg Bonn contributed an old freezer which has been turned into a storage box for welding rods in the shop (they are subject to moisture damage).

The Society sponsored an informational booth at the grand opening of the renovated New Market Theater, a shopping and dining mall in S.W. Portland, during the weekend of September 24-25. Thanks are due volunteers Greg Bonn, Chuck and Kurt Bukowsky, Larry and Willa Griffith, Wally and Lenora Gross, Susan Hayden, Walt and Dee Mason, Ted McGrew, Al Nelson, Keith and Linda Stephenson, and Dick and Nancy Thompson.



Dick Thompson, Al Nelson and Larry Griffith (left to right) man the O.E.R.H.S. "portable exhibit" at the grand opening of the New Market Theater in Portland.



LIGHT RAIL UPDATE

Unofficial word has it that Tri-Met may do all restoration and modification work on the Oporto trams purchased by Bill Naito for the Oldtown-Downtown Trolley Project. The idea is that this work could be done at Ruby Junction as a training project (rather than at the Trolley Park as originally planned). The decision was apparently made in a closed-door meeting in September. Internal opposition to having the vintage trolleys restored by Gales Creek Enterprises was prompted by a desire to have the work done by union contractors and by Bechtel engineers concerned over possible "product liability" responsibilities. The number of trams involved is now expected to be four, rather than the original six. No. 122 has already been sold to the McKinney Avenue Street Railway project in Dallas, Texas, and No. 268 will not become part of the Portland operation because it lacks trucks and full operating equipment. Engineers doubted whether light-rail compatible equipment could be located for No. 268, which is the only double-truck Portuguese tram. However, at least a "short tourist trolley line" is finally being mentioned in local newspapers.

The first major construction project for the Banfield light-rail line is now almost 100% completed. Employees moved into the Ruby Junction maintenance complex in July and

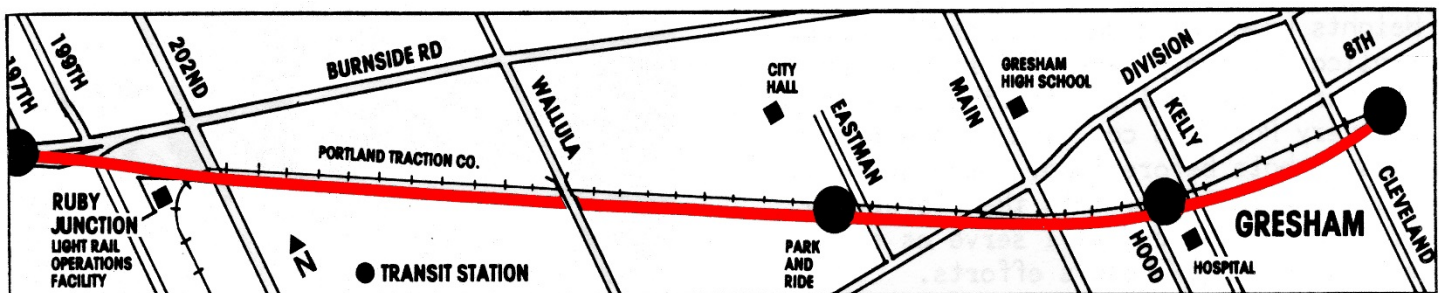
the first of 26 LRVs is expected on the site in early 1984. A dozen of the 88-foot-long cars can be accommodated in the five-bay barn at one time. The top floor of the three-story building will house operations, communications and administrative workers. Maintenance facilities will be located in the basement and on first two floors, including electronics, body, and paint shops.

Meanwhile, construction is 75% complete on the first two-mile section of track, which runs from Gresham to 197th and E. Burnside. The old Portland Traction tracks in this area have been removed and new roadbed and track installed in their place. The work is being done by Railco, the firm which laid the tracks for San Diego's light rail line.

Work on the second section of line, from 197th to 146th started in September. Tri-Met will begin track work on the third section, the Banfield Freeway alignment, early next year, and on the final, downtown, section next summer. The Steel Bridge is expected to be closed for 14 months.

The first light rail car for Tri-Met rolled off the Bombardier Corporation assembly line in Vermont on November 4th. Several Portland executives were on hand to inspect the car, No. 101, which sported Tri-Met's off-white body color with tri-color striping. The Tri-Met vehicles were designed by BN of Belgium and will cost \$750,000 apiece. No. 101 was immediately shipped to the test tracks at Pueblo, Colorado for trial runs.

Tri-Met had intended to order an additional seven vehicles at bargain prices under the provisions of an option worked out in 1981. The Banfield Project was running about \$15 million under budget so the funds seemed available. However, in December the Tri-Met Board announced that design costs would have to be increased from \$8.5 to \$14.6 million due to changes in the plan requested by Multnomah County, the Rockwood and Hazelwood water districts, and the cities of Portland and Gresham. These changes, including complete street restructuring, relocation of underground utilities and the vintage trolley shuttle, have caused the option for additional cars to be dropped.



OREGON ELECTRIC RAILWAY HISTORICAL SOCIETY

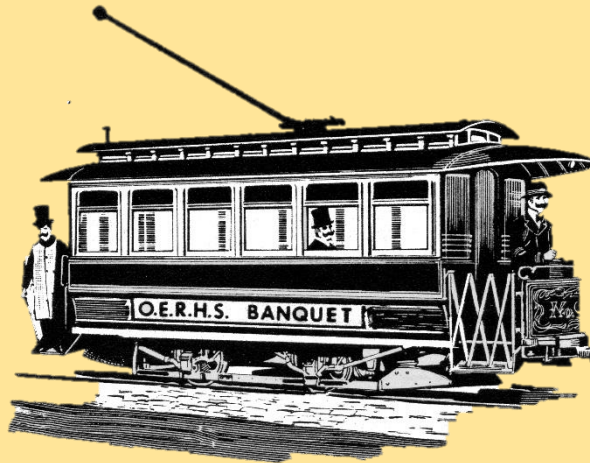
Annual Banquet



DATE: Saturday, January 21st, 1984

DESTINATION: "The Crossing" Restaurant
900 W. 7th, Vancouver, WA.

FARE: \$8.95, including tax & gratuity
(payment will be taken at the door)



6:00 **Social Hour** (registration, raffle tickets, dues payment, gift shop sales, exhibits)

7:00 **Dinner** (baked breast of chicken, salad, rolls, coffee or tea, and dessert)

8:00 **Business Meeting** (annual reports, nominations, 15 min. break)

8:45 **Raffle** (trolley-related books, photos and artifacts will be raffled to raise funds)

9:00 **Entertainment** "Year in Review" & "San Francisco Trolley Festival", plus parting thoughts from Don MacDonald, (leaving for a new job in Edmonton). These will be open projector shows. We invite members to bring slides (please limit to about ten)

RSVP: Bill Hayes (255-5286) or Chuck Hayden (285-6904) by January 14th! Friends and family are welcome. Motormen, wear your uniforms for an official photograph.