



THE TROLLEY PARK NEWS



Summer 1984

Oregon Electric Railway Historical Society Bulletin

Vol. 25, No. 1



The pride of the Glenwood Electric Railway pose at the O.E.R.H.S. annual banquet (Thompson Collection).

Meeting Reports

By Richard Thompson

JANUARY: The annual meeting was held, at the familiar "The Crossing" Restaurant in Vancouver, WA. Approximately 70 members, family and guests attended. The business meeting convened directly after dinner, with Dr. Larry Griffith giving the annual financial statement and Paul Class presenting the year-end museum operations report. Elections were held with the following results:

- Charles Statton, President (1985)
 - Greg Bonn, Vice President (1985)
 - Charles Bukowsky, Trustee (1987)
 - Larry Griffith, Trustee (1987)
 - Harvey Hilands (1987)*
- *indicates new office holder

A vote of gratitude was expressed to outgoing President Roy Bonn, who

has moved to California, and to outgoing V.P. Al Nelson, who will continue as a valued board member. The new officers were given a hearty round of applause.

In place of the usual guest speaker, the business part of the evening was followed by a fund-raising raffle, ably handled by the new President. Trolley books, photographs, and actual trolley pieces ("artifacts") quickly sold.

A slide-illustrated report on the well-received San Francisco Trolley Festival led off the audio-visual portion of the program and Dick Thompson followed up with the traditional "Year-in-Review" slide show. It should be mentioned that several members kindly loaned their photographs for this entertainment, just as they did for the open-projector feature that ended the evening, which included some wonderful shots of trolley bus operations in Seattle and

Vancouver, B.C. taken by member Ron Walker.

FEBRUARY: Treasurer Larry Griffith moved a vote of thanks to Bill Hayes as Entertainment Chairman for the annual banquet. The expression was unanimous, of course, as Bill's efforts are always much appreciated. A motion sponsored by Paul Class was passed approving the raising of fares at the Trolley Park to \$2/\$3/\$7.50, for students and seniors, individuals, and families. Previous rates were \$1.50/\$2/\$5. Having served through the hectic 1983 season, **Bill Hayes retired as Dispatcher.** The idea of rotating dispatchers from among the trustees for the duty of calling crews each week-end was approved, with Larry Griffith volunteering to serve first. The board also unanimously approved a motion by Larry Griffith to authorize \$100/month lease payments to Paul Class for use of the land at Glenwood, this to go into effect as soon as our restoration loan on car 503 is paid off.

MARCH With no chairman yet elected, the board approved a motion allowing President Bud Statton to also serve as pro-tem chairman until further notice. A motion also carried

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

authorizing gift shop manager Greg Bonn to open a separate checking account for operating the gift shop (a monthly accounting will be made to the board).

Paul Class told the trustees about a Birney that had been, tentatively, offered to the Society. However, since the car was in Knoxville, Tennessee discussion followed about the cost of transporting it back here. There was also some concern about a conflicting offer that had apparently been made to the Seashore Trolley Museum by the vehicle's owner. Thus, the matter was tabled pending further clarification.

APRIL: There was discussion of the ownership of cars 506, 1455 and 4012, which are on loan from the City of Portland Bureau of Parks and Recreation. Paul Class suggested that the Society could not afford to insure and restore vehicles to which it did not have title. Some felt that the existing long-term loan arrangement was sufficient, and that the matter was best left alone. At any rate, Paul explained that letters to the City about this had thus far gone unanswered. No board action was taken.

Under old business Paul reported that the Knoxville Birney was no longer available. Moving on to new matters, he said that San Francisco had approached the Society about **leasing car 503 for a summer trolley festival again**. The board asked that a reply be sent stating that we would be interested in another lease similar to last year's. In the meantime, Larry Griffith explained the car was going to be exhibited at the opening of Tri-Met's Ruby Junction facility and that he has made a pictorial display for that event, with funding from Fred Meyer.

Greg Bonn and Bud Statton volunteered to undertake crew training for the approaching season. Dick Thompson's old training manual



80-year-old Council Crest Car No. 503 shares the glory with new LRV No. 103 at the dedication of Tri-Met's new Ruby Junction facility in Gresham (Richard Thompson photograph).

will be reprinted and distributed to volunteers. Greg and Bud will prepare a roster and assign days of operation. Glenn Eaton was put in charge of a slide presentation publicizing the Park.

MAY: Treasurer Larry Griffith reported that the Society had received a \$500 grant from the State Economic Development Commission, which will help reduce our restoration debts.

Under old business, Glenn Eaton gave a progress report on the Park slide presentation, a project he is chairing. The board authorized an estimated \$68 for duplication of 80 slides.

Restoration priorities for the season were discussed under new business and Museum Director Paul Class explained that around \$1,600 is needed to complete work on Blackpool double decker No. 48. This car currently has highest priority for trolley restoration projects. The big priority for grounds projects this summer will be installation of new picnic tables at the Meadows. Sprucing up the restrooms at the Meadows was also a priority. Larry Griffith brought up the need for a well at the Park since water purification has become a problem (it

is now being chlorinated). He estimated the cost of a well at \$600. A committee was appointed to consider the matter.

In other matters of new business, a motion was passed limiting access to the campground to members only (except for organizations camping by pre-arrangement). This was in response to a report from President Bud Statton revealing that the campground is not generating sufficient revenue to cover damage caused by leaving it open to all.

Paul Class said that Pacific Coast Paint in Southeast Portland has donated more than 40 gallons of miscellaneous paint. The board expressed its appreciation and moved that any such paint not adequate for our use be sold to raise funds for painting the carbarn.

Bud Statton told the trustees that the Cataloona & Pacific Railway in Barcelona, Spain was discontinuing interurban service and suggested that we consider acquiring trucks and other hardware from the six wooden interurbans being retired there. Board member Manuel Macias kindly offered to make inquiries while in Barcelona this summer.

NOTICE: Recording secretary Rev. Lee Young suffered a heart attack this summer. We are happy to report that he is doing fine. However, on doctor's orders he has retired as recording secretary. Corresponding Secretary and Editor Dick Thompson will serve as recording secretary for the present. Lee is due a vote of thanks for his recent work and we know that we will continue to see him in other, less demanding, roles in the future.

JUNE: Paul Class asked that the conditional use permit at the Park be revised. He explained that under the terms of the existing lease he and his wife Sonja (as lessors) cannot handle the increasing tax burden. A modified arrangement was approved whereby, among other things, the board's monthly lease obligation is actually reduced.

Board member Harvey Hilands expressed a need for printed maps of the Park at the gift shop so that people would no longer be inspired to rip maps out of our guidebooks! The need for new Park brochures was also discussed, including new wording reflecting changes at the gift store and emphasizing our non-profit status. Dick Thompson was appointed to revamp the brochures, but he explained that he did not have time for the project at present. The discussion then turned to the need for more new members and to challenges with the new Trolley Park volunteer sign-up system. Larry Griffith suggested a hand-painted sign in the depot soliciting membership. He also suggested that someone be appointed to call volunteers from the membership roster (like the previous dispatcher position) to assign work and platform projects at the Park. Action was postponed, since Bud

Statton and Greg Bonn are still fine tuning the new system.

Paul Class gave a Museum Director's report in which he explained that the roof of double-deck car No. 48 has been rebuilt using old growth fir. Restroom refurbishment at Meadows is also now under way.

Paul also reported on the availability of trucks from Portland Traction Birney No. 801, which is being installed in the new Old Spaghetti Factory in Southwest Portland. It is expected that some sort of skirting will hide the absence of trucks in the restaurant. Although they are not authentic Birney wheels (they are modified railroad trucks put under the car by Paul when it was installed at the original Old Spaghetti Factory), he thought we could use them beneath our newly acquired Fresno Birney No. 74.

JULY: Treasurer Larry Griffith reported that a 45' well has been dug at the Park. Cost was \$546. An additional \$300 is needed for a new pump. Under old business board member Chuck Hayden indicated that Philadelphia was awaiting our signing of an agreement accepting their surplus Broad Street subway car. The matter is pending while transportation options are studied.

Glenn Eaton explained that he was now selecting music for the Park slide show and would then be getting together with Dick Thompson to choose pictures from his collection for duplication.

Under new business, Bud Statton said that he was printing new membership forms and that they would be ready soon. Chuck Hayden told the trustees that the local chapter of the National Railway Historical Society was again looking for a location for their proposed museum, and that the Produce Row section of Southeast

Portland was under consideration. There was discussion of our getting involved in some capacity, perhaps with a satellite museum operation.

AUGUST: Treasurer Larry Griffith reported that we owed a final \$825 payment on the loan for restoration of car No. 503. Other obligations are nearly paid off, including new picnic tables and the well.

It was reported that President Statton has located a surplus compressed air regulation system that would be ideal for the shop. The board approved its purchase, as well as a suggestion of Paul's that we acquire several government surplus air tanks for the restoration of Fresno Birney No. 74.

Under new business the board agreed to paying for telephone service at the Trolley Park. The Class family has had a separate line for some time. Cost will run about \$25 a month, not including long-distance calls relating to Society business.

Paul also suggested that we amend our articles of incorporation so that we qualify for property tax exemption. He will prepare an appropriate text revision for consideration, after which any modification will be submitted to a vote of the general membership.

A motion by Paul that the Society's surplus K-type controllers be offered for sale to an interested museum in New Zealand passed. We will, however, keep two or three controllers for restoration of Council Crest car 506. They are worth around \$250 apiece.

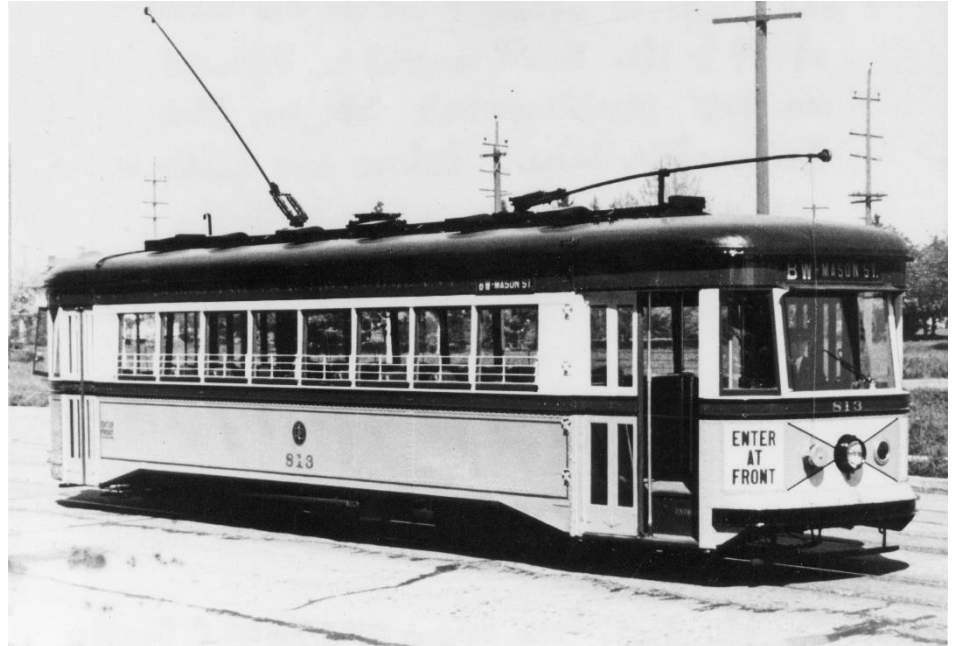
Finally, citing business obligations, **Paul Class resigned as Museum Director.** The board accepted his resignation with reluctance. 🙏

I Remember the Broadway Line

By Bill Hayes

I lived and worked in the Irvington district for a number of years in the 1930s and took the Broadway streetcar line pretty much for granted, with little thought about its interesting history. After all, didn't it boast the most modern cars in the country, and didn't it operate through one of Portland's most prestigious neighborhoods? I expected it to go on forever, but in 1948 it was gone and two years later most of the fine Brill Master Units were gone also.

Almost a half century earlier, in 1903, the first car of the new Broadway Line rumbled over the Burnside Bridge, travelled north on Union Avenue, thence east to E. 21st., N. and Halsey, the early outer terminus of the line. It was a Portland Consolidated Railway car, probably a three-compartment "Fuller" unit. The Fuller cars were new that year, having been built at the old Portland Railway Washington Street Shops to



New Brill Master Unit "Broadway" car No. 813 was resplendent in gray, green and cream livery when it arrived in 1932. This car is now at the Trolley Park (Hayden Collection).

the design of Franklin I. Fuller, the city's pioneer traction engineer and executive.

In those days, Broadway was a tree-lined, mostly residential, street (there was no Broadway on the West Side then). It wasn't until completion of the Broadway Bridge in 1913 connecting Broadway on the East Side with Seventh Street on the West

Side that the Broadway Line came into its own, running through from E. 29th St., N. and Mason to Broadway (formerly Seventh) and Jefferson via the new bridge. The intervening ten years had seen a number of shifts of outer terminals and changes of downtown loops on the line as the city matured and its transportation needs altered.

The names of people riding the Broadway and Irvington Lines in those days would have read like a "Who's Who" of Portland's affluent upper-middle class citizens. If you had "arrived" socially or financially, you lived either in this area or the West Side heights. The Alameda was being converted from a muddy bluff to one of Portland's most beautiful neighborhoods because of the Broadway car line.

In 1910, shiny new PAYE cars appeared on the line and the old City & Suburban and Portland Railway "standards" were relegated to tripper service, and finally to the "boneyard" in the 1920s. East Broadway was widened and trees cut down in 1931.



Car 643 pauses at the Broadway Line terminus at NE 29th and Mason around 1913. Crewmen were conductor Marcus Follett and motorman Herman Hansen (Bukowsky Collection).

Then, on a sunny Sunday morning, May 15, 1932, a fine new vehicle resplendent in gray, green and ivory livery and sporting a "BW MASON ST." roller sign, left Piedmont Carhouse to be the first of 15 new "800s" on the line. The entire lot, shipped here from the Philadelphia plant of the J. G. Brill Company, cost \$250,000, less than one third the cost of one LRV car today.

I rode that first car on its maiden trip, and I have never forgotten the thrill. The 800s were fast, smooth, comfortable and spotless, and the customers loved them. They gave 16 years of excellent service on the Broadway, Mississippi and Alberta Lines before winding up their city careers on the 23rd Avenue run. We all know where the only survivor is.

The "Broadways," as they came to be known, had one chronic problem that few people remember: radio interference. If you lived anywhere on the line your radio reception was bothered by mysterious buzzes, clicks and frying sounds, which were finally traced to the handsome new cars. The interference was present even though there might not be a streetcar in sight; it simply radiated from the trolley wire. After many complaints, PTC experimented with one car in an effort to locate and filter the source. This unit wound up with boxes all over it but the interference never stopped and they finally gave up.

I was night man in a garage at 15th and Broadway in those days and to break the monotony in the night I would walk out and meet the hourly owl car and pass the time of night with the operators. I even remember some of their names: Moore, Roach, Sly and Siler were a few from those long-ago times on the Broadway Line. More than half a century will have passed from the first trip of the 800s to the first trip of the next new

trolley cars in Portland's future. I wonder if they will be remembered as fondly by another generation of traction buffs? 🚃

Letters to the Editor

By Richard Thompson

MORE MEMORIES

Among newsletters lent by a friend was *The Trolley Park News* for Spring 1983 with Bill Hayes' memories of Portland's Birneys. To these memories, I would like to make a couple of comments.

To my knowledge neither of the standard gauge Birneys ever had rear doors. Certainly, not during their standard gauge days. I would also question the classification of the trucks as Brill 78-M, since all single truck Birneys that I know of used a Brill truck in the 79 series.

When Portland Traction Company announced the new color scheme (that first appeared on the Broadway cars) an artist/art teacher was positively ecstatic about getting rid of "that horrid maroon and yellow." She overlooked, as did PTC, the fact that paint is used; firstly, to protect from the elements, secondly for high visibility, and thirdly (a poor third at that) for aesthetic considerations. A significant increase in accidents, especially on rainy, foggy, nights, caused a return to the traditional colors. Not, however, to the earlier scheme of varnished, rather than painted, doors and windows.

Which reminds me that I was rather taken aback when I saw 4012 returned to its "original" color scheme a couple of years ago, the new green was almost a Kelly green, but the original was a dark "railroad coach" green that just barely escaped the classification

of black – unless compared to a true black. But, enough nitpicking.

Phil Hedene
Encino, CA

Editor's note: We welcome comments like Mr. Hedene's. In fact, we plan on publishing more of his reminiscences of Portland's trolleys as an article. This is just the sort of thing a newsletter such as this should serve as a forum for. Any more of you out there with questions, memories or comments?

CAR SERIES

Phil Hedene sent me a copy of a letter he wrote to you in May, 1984. He and I, and two others (one being John Labbe) have had a four-way correspondence for several years. He also sent two other letters regarding Portland streetcars, and I am taking the liberty of sending you a copy of my comments to him.

I was raised, and went to school, in Portland, moving to San Francisco in 1939. I've been a streetcar buff since about the tender age of two, which would be 68 years ago.

I came across some material from John Labbe that you may not have seen. First, the built dates and builders' names of narrow gauge Portland cars were as follows (I don't have similar information for the standard gauge cars):

400-439	1907	ACC
451-465	1905	C&S
466-485	1908	ACC
501-510	1904	J.G. Brill
521-560	1909	ACC
561-600	1910	ACC
601-665	1911	ACC
800-814	1932	J.G. Brill

The reason that 500-510 are so far out of chronological sequence is because

they were originally numbered 201-210.

I have always maintained that cars 521-560 were different than 561-665. For example, in the 521-560 class the height from the top of the rail to the trolley standard was 11 feet 9 inches, while the others were 12 feet 2 inches. Also, the type of air brakes for 521-560 were National Em GE, while the others were National E4. In addition, the first 40 cars had bolster centers of 21 feet 6 inches, while the others were 20 feet 10 inches. I will admit that I don't know what some of the above means, but thought you would like to chew on it for a while

Arthur
Brinckerhoff
San Francisco, CA

Editor's Note: Mr. Brinckerhoff made more detailed responses to Mr. Hedene's letters, which we will save and run along with Mr. Hedene's upcoming article. 🚃

President's Message

By Bud Statton

Our Park has now been open for four months and things have been going really well. A new well was just put in, so now the Park has a good supply of potable water. Many of the members have gone above and beyond the call of duty in helping put things in order. Doug Thompson has put numerous hours, and a lot of his own money, into repairing the collision damage to the front of the PCC car. Harvey Hilands has spent many a weekend on his tractor mowing grass all over the Park, so the grounds look better than they have for quite a while. He is also working on an irrigation system to keep the grass green and lush during the summer.

The Historical Automobile Club of Oregon picnic was held at the Park again this year and there was quite a turnout of classic cars, driven by HACO members dressed in period costume. No. 503 and open car 1187 were on duty. Special thanks go to Paul Class, and to Tom Mendenhall and his sons, for the long hours spent (into the night) getting the Australian open breezer ready for action in time for the picnic.

Greg Bonn and Harvey Hilands are rearranging the back of the station to **create an apartment** so that volunteers who travel a long way to get to the Trolley Park can stay the night. In that regard, Greg has a request for a hide-a-bed. If you can donate one please contact him directly.

Thanks to a generous donation from Doug Allen the **ballast tamper** donated by the Grand Ronde & Willamina Railroad has been moved to the Park. But, like any piece of complicated equipment we have discovered there is a "learning curve" that must be endured; a small portion of track was torn up before we found out how to raise the giant foot that enables the tamper to change direction. It is a complicated beast, but should be fun to get into operating shape. Anyone so interested should contact Greg Bonn or Don Gleason. Then all we'll need is a ballast donation and we'll be all set.

Anyone who remembers the rickety old picnic tables at the Meadows will be surprised to see ten new metal frame tables that we recently installed. Several members pitched in to assemble them in time for the HACO picnic. I'm still wondering if John Jarrett ever did get all the blue paint off his arms. Hats off, also, to the Mendenhalls; Tom, Rick, Vince and Brian for help with that project.

Let's not forget those trusty motormen who make it out to the Park weekend after weekend. Without them the trolleys could not operate. The Society owes a hearty thanks to Dale Bartel, Dennis and Virginia Baxter, Greg and Karen Bonn, Bey Bryant, Chuck Bukowsky, Jay Bush, Paul Class, George Combs, Leo Davenhauser, Glenn Eaton, Don Gleason, Larry and Willa Griffith, Lillian Handley, Al Haij, Paul Harvey, Bill and Margaret Hayes, Harvey and Sharon Hilands, John Jarrett, Mark Landis, Linda Lane, Bill Laurens, Bill Lieberman, Harry Ludowise, Ted McGrew, the Mendenhalls, Glen Metcalf, Mary and Vince Mindelovich, Berk Moss, Al Nelson, W. Keith Nichols, Mike Parker, Irving Proctor, Leo Rech, George and Ellen Rindflesch, George Rindflesch Jr., John Sawyer, John Savage, Mark Schueler, Dennis Schutt, Dick Thompson, and Doug Thompson. Special thanks are due Rod Cox. In addition to donating his time as a motorman, he has painted numerous professional signs for the Park and is now building a replacement pilot for BC interurban No. 1304.

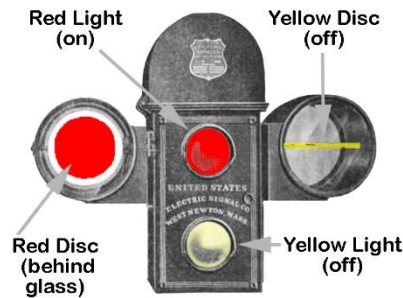
We tried something new this year in an **attempt to draw more of the membership out to actively work** and experience the fun at the Trolley Park. A while back most members received a packet of information including a schedule of days when we hoped each of you could come out to the Park to operate streetcars. In many ways, the idea worked splendidly. We've had members out at the Park who I have never met. They only needed to be asked to participate. But, unfortunately, we also received feedback suggesting that some felt put upon by having their name listed in the schedule without volunteering. I apologize for the confusion. A close reading of the letter accompanying the schedule indicated that anyone not wishing to participate did not have to.

The listing was just a way to allocate the operating days among our members. As with any fast-moving project, a lot was learned. Next year we will do better.

Further complicating things was the fact that the list of members we worked from was out of date. Through personal contact we now have a much better idea of those who enjoy the operation aspect of membership, so next year we will contact only those who have expressed a recent interest in operating. We hope the rest of you will not have ruffled feathers; we need all of you in the organization. Everyone brings his or her own special expertise and interests to the Society. Some will want to be historians, track layers, or operators, but others will just want to support our mission of preserving trolleys for future generations.

We will be holding a general membership meeting in November, date to be announced. It will be in Portland, as we want the largest possible turnout. Subjects to be discussed will include extending our railway across Gales Creek, possible operation between Willamette Park and Waterfront Park on the abandoned SP line to Lake Oswego, an exhibit or operation at other Portland area locations (like Oaks Park), perhaps in conjunction with the Portland Chapter of the National Railway Historical Society. There is a lot to plan for next year and I hope to get ideas from as many members as possible.

This has been a great year. Attendance figures this season look good. The increase in fares has brought no discernable loss in ridership, while increasing fare box revenue. I look forward to seeing you out at the Park or, if not, at the annual banquet early next year. 🚃



A United States Electric Company Signal

The Trolley Park Signal System

By Mike Parker, Line Dept. Supt.

A considerable amount of work has recently been accomplished by installing and operating vintage electric signals as an integral part of the Glenwood Electric Railway. As these signals concern streetcar operation at the park, especially when two cars are being used at once with prearranged “meets,” I strongly urge everyone involved to be aware of how these signals work.

After much experimentation, the block signals and the crossing wig-wag at the road by the powerhouse are now in good operating condition. Since safety is at stake, you, as a car operator, can help by observing a few simple rules.

WHAT THE COLORS MEAN

RED – STOP! Make sure the track ahead is clear before running a red block signal.

YELLOW – CAUTION. The block is yours, but proceed with caution.

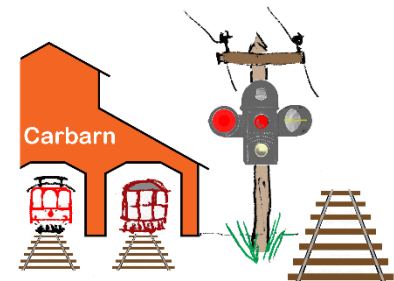
WHITE – If the white light goes off the block behind you has been cleared. The track ahead, however, is not protected by block signals.

LOCATION AND OPERATION

The signals are located on poles and are mounted half way down the pole facing oncoming cars and motormen. The one for outbound streetcars is located on the left side of the track near the carbarn. It is known as Signal Number 1.

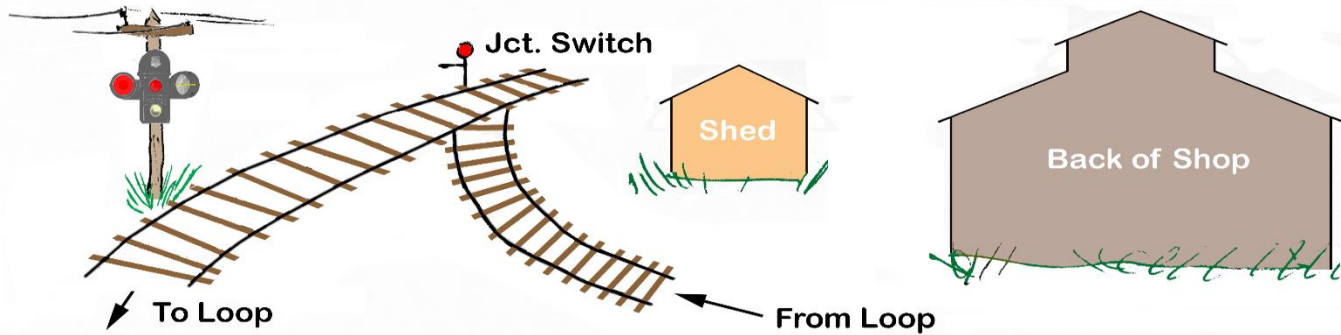
This signal is tripped “on” when the trolley pole of an approaching car hits a switch on the overhead wire just past the junction of the carbarn tracks and the main line. Normally, when it comes on, the signal will show a yellow light and display a yellow painted disc (provided in case the light bulb is burned out or cannot be seen).

A yellow light means you have entered a clear block, which is the section of track between your car and a distant signal. That second signal is located farther up the main line, near the loop junction switch by the shop. This yellow light simply means “proceed with caution.” No other streetcar should be coming toward you, since the distant signal will be showing red in the opposite direction. A car coming the other way should have observed the red aspect and stopped. That car should then wait until you have cleared the block.



Location of Signal Number 1

As you pass the waiting car your trolley pole will trip another overhead line switch (just past the loop junction), shutting off all the signals



Location of Signal Number 2

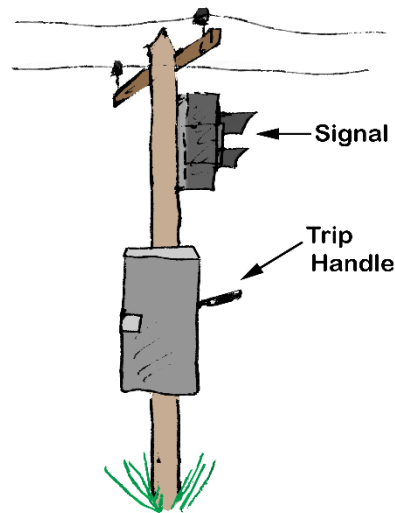
and clearing that block for the next car. However, before that happens you should look for a white light on a pole box to the right of the track ahead. It will go off as you clear the block, telling you that the track **BEHIND** your car is now clear and all signals have been tripped off. The other car waiting to go inbound from the loop will have seen its red light go off. Now it can proceed into the open block. At that point, its signal should turn yellow, advising to proceed.

As you return from the loop and approach the main line you will also observe Signal Number 2. If it is red, stop! That would mean a car is coming up the line toward you and already using the block. If the light is yellow, a car is in the block ahead going inbound and may be stopped, so proceed with caution. If it is off, proceed and it should turn yellow as your pole trips the overhead switch. This gives you the block and will show a red light at Signal Number 1 near the car barn, holding any outbound cars at the station until you come in.

As you approach the road crossing your pole again activates an overhead trolley switch, which will operate the road crossing wig-wag. The wig-wag will stay on until you pass the crossing and your pole activates another overhead switch that cuts off the crossing signal. As you continue toward the station your trolley pole will again activate the overhead wire

switch at the car barn track junction, shutting off all the block signals and clearing your block.

If you are stopping at the car barn for tours, etc., it is very important that your car stops far enough ahead to allow the trolley pole to **GO THROUGH** the overhead switch cutting off the crossing wig-wag. **NEVER** park a streetcar directly beneath the overhead wire switch (we are now in the process of installing a cut-off timer to avoid damage in case this rule is broken).



Gray Box with Cut-Off Switch

If you park a car on the main line for any length of time you will still be in your block, which means the signals will stay on. This is very undesirable, since they will heat up and possibly cause the hard-to-get antique resistors

inside to burn out. To avoid this, a cut-off switch has been installed in a gray wooden box mounted on the pole beneath Signal Number 1 (by the car barn). Please use it if you plan to be wait on the main line for a time.

The cut-off switch will also be of use if the block signals seem to be "stuck on" when putting a car in the car barn. This will clear the block before the main power is shut off in the power house at the end of the day. If the power is turned off without the block being cleared it will show that aspect when the power is turned back on (until the block is cleared). Pushing the wooden handle on the gray box down shuts off all block signals (in the same way as a trolley pole clearing them via an overhead line switch). Any other car entering the block will re-activate them. Hopefully, they would see your car parked on the line and stop!

The only other way to de-activate the signals is to turn off the rotary switches on the signal ground wires that are in the wooden boxes near each signal. This will only work if **BOTH** switches are off and could involve a hike from the car barn to the shop. But, these switches are intended for maintenance only, so there should be no real reason to use them.

Using signals really is simple once you get used to it, and it is more authentic, and safer, than risking a "cornfield meet!"

BLOCK SIGNAL HISTORY

Our block signals were manufactured about 1919 by the United States Electric Signal Company of West Newton, Massachusetts. They were used by the Portland Railway, Light & Power Company on their interurban lines. Portland's traction companies were the only roads in the West to use this type of signal (they were usually installed on Eastern lines).

These historic block signals were used from 1920 until the end of service in 1958. Installed between double and single sections of track, they served as the only automatic protection the Portland interurban lines ever had. Since their installation

at the Trolley Park, I think I can safely say we are the only museum in the country displaying the U.S. Electric Signal in proper working order. Let's make them work for us!

WIG-WAG HISTORY

Known as a "Magnetic Flagman," our wig-wag crossing signal was manufactured by the Magnetic Signal Company of Los Angeles, in the 1920s or 30s. It was donated by the Southern Pacific Railroad, which still uses them on branch lines in this area (remaining their oldest form of automatic crossing signal). A couple of working examples are near Banks.

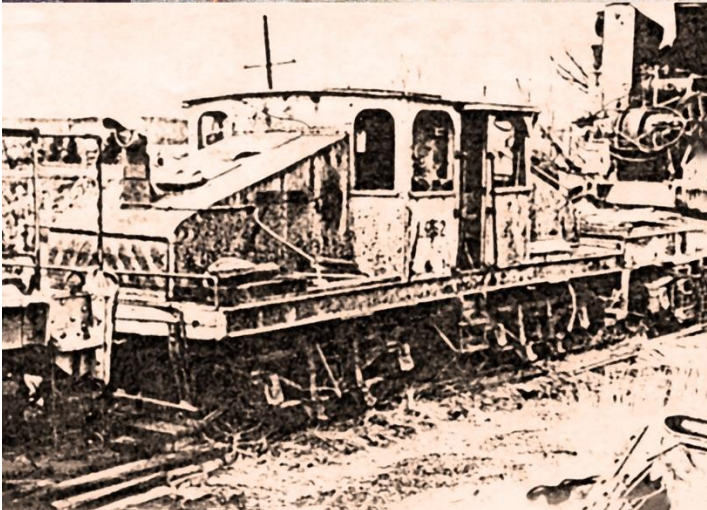
I will be happy to answer any questions about this signal system. 1

would also like to be notified of any failure during operation at the Park. 🚃

A Steeplecab May Join the OERHS Collection

By Bud Statton

The Society may soon have a 25-ton electric locomotive on exhibit. Several steeplecabs are available from a scrap dealer in Montana. Through the efforts of Tom Mendenhall and Paul Class the museum plans to round out the collection with one of these unique locomotives. We also hope to get several powered trucks that could be used in the restoration of an interurban car.



Locomotives from the Weisman Collection. Note: the editor could not locate photos contemporary with this newsletter, so added later ones (clockwise from top): L254 (at Brooks), L401 and L251 (at Glenwood), L252 (in Montana). At one time, we had four 25-ton locos - 251-254.

ANNUAL
FALL FROLIC

MEMBERS POTLUCK DINNER MEETING ABOARD 1304

= COME ONE AND ALL TO THE PARK =

ON OCTOBER 21st SUNDAY

AT 4:00 PM

- ★ POTLUCK DINNER
- ★ GENERAL MEMBERSHIP MEETING
- ★ VOTE ON BYLAWS CHANGE
- ★ SLIDE SHOWS & MOVIES
- ★ NIGHT TROLLEY OPERATION
- ★ MEET NEW MEMBERS

**CALL 324-9514 FOR DETAILS
OR IF YOU HAVE SLIDES TO SHOW**