



THE TROLLEY PARK NEWS



Summer 1986

Oregon Electric Railway Historical Society Bulletin

Vol. 27, No. 1



LEE YOUNG: 1920-1986

With the passing away of Lee Young in August the OERHS lost a true friend and supporter. Although many of us have not seen Lee in recent years because his heart condition did not allow him to attend meetings or come out to the Trolley Park, we will not forget him or his contributions to our Society over the years.

Lee was first "bitten" by the railroad bug while watching steam locomotives in Montana, where he was born on March 9, 1920. He came to Oregon at the age of 18, leaving only to serve in the South Pacific during World War II, to attend seminary in Berkeley, and to undertake missionary work among native Alaskans. He was ordained an Episcopalian minister in 1950, and led churches in Newport, Cottage Grove, and Portland.

Most of us knew Lee as an ardent trolley enthusiast, of course, and we like to think that was his favorite hobby, even though he was also a member of other groups, such as the National Railway Historical Society. His dedication to preserving traction heritage was certainly evident in the OERHS, where he served two terms as Treasurer (1980-82) and one as Recording Secretary (1983-84). He became a trustee in 1982, and remained so until retiring for health reasons two years ago. He was also a frequent Park volunteer and was a member of the crew that opened the depot Museum in 1980.

OPEN BOARD MEETINGS

Members and trustees are reminded that the OERHS board meets on the second Tuesday of each month at Bill Hayes' house, 1336 SE 114th, Portland, at 7:30 p.m. While these are primarily business meetings, members and guests are

welcome. Refreshments are served, and there are often books and photo albums to peruse. At times there are even videotaped traction films to enjoy!

Why not take an opportunity to meet fellow members, come hear the issues facing your board, and see how the Society works. *See you there...*

MAX METROPOLITAN AREA EXPRESS BEGINS

By Dick Thompson

For many transit enthusiasts history repeated itself on September 5th, as electric rail vehicles rolled across the Steel Bridge into Portland. Service on the 15.1 mile line, designated "MAX" (Metropolitan Area eXpress) in a public contest, was inaugurated in a three-day celebration starting at approximately noon on Friday. Free rides were available over the entire line with entertainment (bands, food booths, etc.) provided at Oldtown, Lloyd Center, Hollywood, Gateway, Rockwood & Gresham.

Even though things did not flow without a hitch (riders waited up to two hours) more than 50,000 daily passengers enjoyed a ride on a system designed to carry 40,000. It was S.R.O. on most LRVs throughout the weekend, even at 8:30 in the morning!

For some, the first week of MAX was an introduction to Tri-Met's new zone fare system, ticket machines, and fare inspectors. For downtown pedestrians, there was also the possibility of getting a \$36 ticket for jay-walking, as Portland's finest joined the effort to make citizens aware of the dangerous aspects of the super-quiet new streetcars.

There were three incidents involving LRVs and automobiles during the first week of operation. (cont. on page three)



Fresno Birney No. 74 in storage in the pole barn at the Trolley Park during the Fall of 1984, several months before Tom Mendenhall moved it to Edmonds, WA for restoration (Bud Statton photo).

WHERE'S THE BIRNEY?

By Tom Mendenhall

I loaded Fresno Birney No. 74 onto a trailer last April, and took it home to Edmonds, Washington, where I hope to spend more time on restoration, and less time on the road! The car was transported with the help of family members, with no expenses accruing to the Society. It will be returned to the Park when restoration of the body is completed. All rotten wood has already been replaced in the center section of the roof, and the B end has been rebuilt.

LOST AND FOUND

By Greg Bonn

Does anyone know the whereabouts of the vestibule heater for the BC interurban (No. 1304)? It is green, approximately 10 x 12", and was last seen in the west end of the shop (on top of the bins in the north bay) about a year-and-a-half

ago. Anyone with information is asked to please contact me, or, if you find the heater, bring it to the Park and leave it in the sub-station.

Other missing items include: gift shop date stamp, key for No. 503, Park map poster, and a blue flag from No. 1304.

MODEL GLENWOOD ELECTRIC

By Don Huber

Most of the 32' x 26' building housing the model HO gauge layout at the Trolley Park is finished and painted. The subfloor is down, all framing finished, and exterior paint applied. Bud Statton and I removed old paint with a pump furnished by Harvey Hilands.

Plans call for interior paneling. If anyone knows of panels that might be donated, let me know. Light fixtures were donated by a nearby resthome.

Our model railway affiliate is now seeking members at the nominal fee of \$10/year (this is in addition to Society membership, of course). Interested members can call Don at 648-7360 or Greg Bonn at 642-5097. Remember, scale is limited to HO. Trolley emphasis is not required, but is certainly welcome!

WORK AT THE PARK

By Greg Bonn

On April 28, 1986 the Museum received a much appreciated donation. Through the efforts of Tom Mendenhall, the A. O. Smith Corporation of Seattle was persuaded to donate a small mobil crane. It is powered by propane, driven by electric motors, and has an 18 ft. boom with a lift capacity of about two tons. Tom, Diane and Gordon Mendenhall (Tom's brother) arrived with the crane on a large flatbed truck about 5 p.m. With help from Greg and Roy Bonn and Ron Vandehey a ramp was constructed and the crane unloaded. It was soon determined that the road to the shop was full of potholes the crane could not navigate, so it had to be towed most of the way. It was then immediately put to use removing the 3000 pound steel counterweight (taken off the ballast tamper last year) from the track in front of the shop. Tom hauled the crane with his own money.

The new public restrooms in the museum building should be ready for use next year. Harvey Hilands and crew were busy last season removing the (cont. on page 3)

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

WORK AT THE PARK

(Cont. from page 2)

old restroom behind the kitchen and installing separate men's and women's rooms. The work was done with materials donated by Harvey, Glenn Eaton and Greg Bonn. Work parties will be meeting every weekend when the weather improves, in order to complete the project for the 1987 operating season if possible. Call Greg Bonn if you can lend a hand (at 642-5097).

Gene and Vicki Fabryka cleared blackberry bushes across the track from the depot last summer, in preparation for leveling and landscaping. Much of the brush along the track was also removed, and weed killer sprayed around Park buildings to reduce the fire hazard.

Last winter Mike Parker's line crew began raising the wire on the new mainline poles (planted by the Mount Hood Chapter of the Telephone Pioneers) to accommodate the doubledeck car. Mast arms were installed on many poles, replacing double pole and span construction.. and raising the wire as much as four feet in some places. Some of the older poles fell down when the span wires were disconnected!

It is important for all operators to become familiar with the location and operation of the new power activated line frogs that have been installed on the carbarn and shop switches. They will allow an operator to run a car from the carbarn to the museum platform without having to stop and switch the pole to the mainline wire.

Last summer Jay Bush and Greg Bonn removed the dip in the track behind the Museum building. The ballast tamper was pressed into service for this project (after the battery was charged). The track was cleared, and the tamper brought down the mainline to the museum, where it was put to work loosening the ballast and dirt between the ties. After jacking up the low spots, the ties were pried up and ballast tamped beneath them. We still have many "dips" in

our track, but now we know that a level line can be achieved.

NEW SEATS FOR "THE BROADWAY"

By Greg Bonn

The 1987 operating season may see the Broadway Car with a newly restored interior to match the exterior. Jim and Sharon Knowlton of Alder House Upholstery in Aloha have agreed to donate their services to repair and reupholster the car's seats. Initial inspection showed that all of the seats would have to be reupholstered, and many would require reshaping of cushion edges. After dissecting two of the cushions, Jim found that the canvas separating the springs needed replacing too.

We thank the following Portland-area wholesalers, who have already contributed 63 yards of brown vinyl (only two seats were still leather), padding, and wire to the project:

- Hoch & Selby Co., Inc.
- Vaughan Brothers
- Industrial Rubber
- Upholstery Felt Co.
- Legget & Platt
- Perfect Fit, Inc.

If you can help call me at 642-5097.

MAX BEGINS

(Cont. from page 1)

The first, involving a van that made an illegal left turn against the new lights on

East Burnside, took place before revenue service began.

The second accident, on the first day of revenue service (Sept. 8th), saw a confused motorist holding up the LRVs on the Steel Bridge during morning rush when he drove his car onto the new light rail ramp and got stuck on the track. On the second day a driver swerved around another car on SW Yamhill Street and ran into a train.

Media attention was intense during the first weekend, when MAX was page one news, and opened TV news programs. KATU-TV Channel 2 interviewed OERHS historian Bill Hayes for a background



This view of Bill Hayes' original Broadway Car seat shows how these seats should look. It was taken during the 1982 Georgia-Pacific Historical Museum exhibit "Stumptown Streetcars"

feature on traction history, and then took a ride on the Glenwood Electric Railway at the Trolley Park with member, and former Portland Traction Company motorman, Charles Hayden.

Ridership remained high into the second week of regular MAX service, with some 22,000 riders each day (half the number expected once the novelty has worn off). (cont. on page 4)



No. 101, the first LRV in service, rolls past OERHS member Dick Thompson on Sept. 5, 1986. He was volunteering at Yamhill Marketplace during the inaugural weekend for MAX.

MAX BEGINS

(Cont. from page 2)

There was sufficient ridership to keep volunteers at some stations throughout the first week.

Another unexpected ridership statistic was that weekend traffic remained unusually high after the first month of service. As more people were seen on downtown streets extra cars were placed in service, and LRVs returned to the suburbs with standing room only. Best of all, unlike buses, MAX is proving to be a money maker!

VINTAGE TROLLEY RECEIVES FUNDING

By Dick Thompson

During the opening weekend for the new MAX light rail system another exciting event occurred, when it was announced that an organization headed by local businessman Bill Naito would be the

recipient of a \$2 million federal transportation grant to help launch a proposed Oldtown-Downtown vintage trolley operation.

Mr. Naito is now in the process of forming a local improvement district (LID) to help finance the vintage streetcar operation, which would share tracks with Tri-Met during non-peak hours.

As OERHS members may know, Naito plans to offer four of his Oporto Portuguese four-wheelers for use on the new operation. Three of these cars are currently stored at the Trolley Park, while a fourth is now undergoing testing at Tri-Met's Ruby Junction car barn.

The antique trolleys would need to undergo more than restoration before being placed in service on the new MAX right-of-way. Tri-Met does not use the 600 volt system that was once standard for streetcars, so the wiring and armatures on the Portuguese cars would be upgraded to the new 750 volt service, and their trolley poles replaced by pantographs.



SAMPLE 1987 OERHS BALLOT

Members are asked to study this sample ballot prior to the OERHS annual banquet, which will be held at the Gresham Elks Club on January 24, 1987 (see flyer with this issue).

Candidates:

For President (vote for 1)
-Allan Plunkett

For Vice Pres. (vote for 1)
-Greg Bonn
-Eugene Fabryka

For Trustee (vote for 5)
-Glenn Eaton
-Eugene Fabryka
-Vicki Fabryka
-Allan Plunkett
-Bud Statton

Proposed bylaws change:

"Since the board needs officers who are interested in furthering the aims of the Society and keeping abreast of our business, attendance of less than six meetings a year shall be cause for removal as determined by board vote."

MEETING NOTES

By Dick Thompson, Secretary

JANUARY:

The board approved a proposal written by Paul Class outlining a plan, and costs, for sending a trolley to Vancouver, BC for **exhibit during EXPO '86**. The cars made available included BCER No.1304, PTC No. 503, and Blackpool No.726 (The Belle). The response from EXPO exhibitors will indicate whether they are serious about borrowing a vehicle.

Treasurer Larry Griffith explained the details of a **new insurance plan** for the Trolley Park, which has been arranged by member George Combs of Combs Insurance. Our previous carrier is no longer available. Although the new coverage will cost over \$200/month during operating season, this was felt to be reasonable in light of rising insurance costs nationwide.

There was discussion of going to Montana to get the remaining parts for steeplecabs No. L251 and L351, which were donated to the OERHS last year. The matter was tabled for now.

A motion was passed approving the manufacture of **brake shoe patterns** for Blackpool No. 48 by Benson High School metal shop students in Portland.

An austere budget has been recommended for next season, reflecting restoration projects after Fred Meyer grant monies are expended. Former president Bud Statton said our goal must be to, "buy nothing and work with what we have." It was suggested that new revenue be raised by offering week-day operation at the Trolley Park next summer. For this reason, the board approved a plan whereby former member John Byrd will live at Glenwood during the summer to help out when volunteer crews cannot be on hand. Mr Byrd's living expenses will be covered by a percentage of the fares he raises. Byrd, who lives in



OERHS member Ted McGrew with Council Crest car No. 503 on the new light rail tracks (not yet in service) adjacent to Yamhill Marketplace on SW 2nd Avenue and Salmon Street in Portland during Historic Preservation Week in May, 1986 (Brian Foulkes photo, Portland Postcards)

Vancouver, BC, has informed the board that he is now retired and has time to help out.

FEBRUARY:

Paul Class explained that Tri-Met is interested in leasing the Council Crest car for a 90-day display near the New Market Theater in Southwest Portland. Funding would come from Old Town merchants. The board rejected the offer however, because of concerns about security, and reducing too the amount of time the car would be available during operating season.

A consultant from the American Museums Association will be contacting the OERHS soon to schedule a **Museums Assessment Program survey (MAP)**.

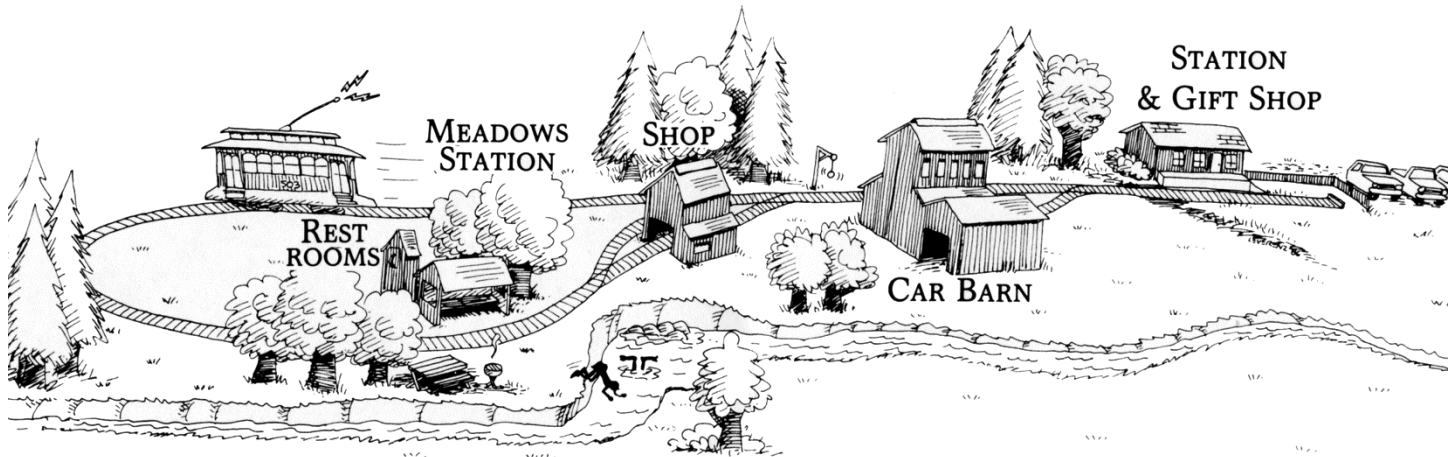
A motion was passed raising the camping fees at the Trolley Park to \$8.00 a night (including trolley rides). The OERHS will continue to "soft pedal" camping however, so prior arrangements are advisable. For example, Museum Director Greg Bonn said that Boy Scout groups had scheduled the Park for campouts this year.

A motion was passed establishing a **purchase order system**. A bill for an amount beyond what has been authorized by the treasurer, or board, will be the responsibility of the purchaser.

MARCH:

The board reassessed Tri-Met's proposal to display the Council Crest car in downtown Portland, and approved a revised plan in which **No. 503 will be displayed at Yamhill Marketplace Station** during Historic Preservation Week (May 4-11, 1986). The car will be leased for \$250, plus transportation and security.

Museum Director Greg Bonn explained that a summons has been received in regard to a personal injury **lawsuit** against the OERHS. The plaintiff is seeking damages for an accident in which she allegedly fell and injured her ankle. The board's attorney is contesting the lawsuit, and will offer evidence proving that the woman was not actually on Trolley Park property when the event took place.



Map of the Glenwood Electric Railway as it appeared in the redesigned 1986 Trolley Park brochure.

APRIL:

A video crew from San Francisco visited the Park to shoot a "What to Do On The Way To Expo 86" segment for a TV station in the Bay Area. OERHS officers hoped that it would help boost revenues at Glenwood. Did anyone get a copy?

Tri-Met plans on placing an LRV in front of Council Crest No. 503 during its Historic Preservation Week display May 4-11. The cars will be placed on trackage adjacent to the Yamhill Marketplace on SW 3rd and Yamhill, where uniformed volunteers from the Society will answer Questions about the Museum and hand out brochures. Ted McGrew managed to have his picture taken there with car 503 for a postcard company!

MAY:

Larry Schoonover of the Museums Assessment Program gave the board a **preliminary report of the MAP survey** he conducted. Among his observations and recommendations were:

- Create a professional registration system for recording information about donations to the collection
- The museum lacks a sense of "permanence" since the OERHS does

not own the land and buildings at Glenwood

- Update the bylaws
- The untidy condition of the museum grounds, buildings, and cars creates a "hobby", rather than professional, atmosphere.
- No single vehicle is given priority and completely restored before we move on to another car
- Volunteer staff is dedicated and busy
- Implement better advance planning, management-by-objective and fund raising specific to each project
- Projects should periodically be reviewed and reassessed so that we

don't "spread ourselves too thin"

- Increase Museum advertising

The OERHS joined the Washington County Visitor's Association, which has been featuring us in a brochure. Cost is \$10/yr.

JUNE:

Greg Bonn reported that arrangements had been made for a new pop machine at the Park. It will be kept in the gift shop, and tighter controls will be imposed on money taken in and on returned cans, than during our previous vending machine experiment.

The board approved Bud Statton's proposal for "dollar days" for various local communities at the Trolley Park (e.g., Hillsboro and Forest Grove) again this year. Bud volunteered to arrange publicity in area papers.

There was discussion of having Council Crest car No. 503 participate in Tri-Met's light rail line opening in September. Chuck Hayden was skeptical about this being accepted, however, since Tri-Met engineers are concerned about the differing voltage, lack of air brakes, and use of trolley poles instead of pantographs.



OREGON ELECTRIC RAILWAY MUSEUM



TROLLEY PARK

JULY:

A letter from our attorney concerning the approaching personal injury trial (see Feb. meeting notes) explained that, although we are not expected to lose, funds will be required to pay for a property survey and legal fees.

Mike Parker is putting the fingers back on controller number one on **Blackpool double-decker No. 48**, and Greg Bonn is reinstalling brake stands. The car will eventually be moved to the carbarn for finishing and installation of new brake shoes now being cast by students at Portland's Benson High School.

The brass has been cleaned and is ready for reinstallation on **Sydney No. 1187**. Paint stripping began last summer, when earlier shades of light green and cream were

discovered. Greg Bonn hopes similar colors can be found for repainting.

Member Harry Ludowise has volunteered to make patterns and rebuild the doors (including the rear exit) on **Portland Traction No. 813 /4012**. In addition, arrangements are being made for reupholstering of the car's worn out leather seats.

The new advertising committee, consisting of Gene and Vicky Fabryka, Greg Bonn and Alan Plunkett, reported the results of their survey of Park visitors, which indicated that 90% are simply responding to our highway signs!

Gene Fabryka proposed a new publicity campaign, including newspaper advertising and a new sign at the Trolley Park entrance. The new sign would be more succinct, announcing "Oregon Trolley Museum", instead of Oregon Electric Railway Historical Society - Trolley Park, and might include a flip-down lower portion explaining whether "trolleys are running today" or "trolleys not running today."

Member Rod Cox will paint the new sign. Plunkett said that priority is currently being given to printing new Trolley Park brochures.

Chuck Hayden explained that he had contacted Tri-Met General Manager Jim Cowan about displaying Council Crest car **No. 503 at Lloyd Center Station during the light rail commemoration**, but received a lukewarm response thus far. In the meantime, Chuck is setting up an historic trolley display in the lobby of the Multnomah County Library.

Tom Mendenhall reported that he had located an old 44' sawdust-insulated **refrigerator car** near Seattle and that it is available for donation to the Society. A motion was passed accepting the car contingent upon funds being raised for its transportation to Glenwood.

AUGUST:

A motion was passed in response to an **offer to purchase Los Angeles Railway No. 1318**, making it clear that this car is to remain a permanent part of the OERHS collection. Even though its restoration has not been a high priority, we regard it as a unique and valued trolley.

A draft of the **new Trolley Park brochure** was approved, as were the fare raises printed therein (\$15 Associate, \$25 Active and \$5 Family privileges).

Tom Mendenhall gave a status report on Fresno Birney No. 74, which he is restoring in Edmonds (see report on page two).

SEPTEMBER:

In response to recent Museums Assessment Program (MAP) recommendations a committee, chaired by Larry Griffith, was formed to prepare a new long-term plan. The foremost goal will be ownership of our museum site.

Museum Director Greg Bonn was authorized to send a letter to the Friends of the Willamette Greenway indicating our interest in participating in a **proposed heritage trolley** operation over the abandoned Southern Pacific Railroad branch line running between Lake Oswego and Portland.

NOVEMBER:

Ernie Munch of the Portland Friends of the Willamette Greenway explained plans for a demonstration project utilizing a trolley (pulling a generator) to carry passengers over the six-mile Jefferson Street Branch from Portland to Lake Oswego. The Greenway group has taken an option to buy the old SP line, and the railroad has agreed to a one year delay of sale while studies are made. Target date for the trolley operation is July 1987, the 100th anniversary of the line.

REDISCOVERING THE WILLAMETTE VALLEY SOUTHERN

By Glenn Eaton

The Willamette Valley Southern was an interesting electric interurban railway that was built in 1915 from Oregon City to Mt. Angel. The original plan was to build to Salem, however, money ran short. The line was eventually taken over by PRL&P, which operated it until abandonment in 1933.

About ten years ago I was looking through some maps and ran across a notation about an abandoned railroad grade south of Oregon City. Further checking in Ed Culp's "Stations West" identified the line as the WVS. After checking maps I planned a trip by car to see what could be found.

That was in 1976. A friend and I spent a day driving back roads and hiking through the woods. What we found was fantastic; power poles still in place and impressions of rotted ties clearly visible in ballast. I repeated the trip in 1985 with OERHS member Dave Astle. The changes really shocked me. A very prominent fill at Yoder had been covered by an auto wrecking yard. A similar section of fill had been destroyed when Maple Lane was realigned at Beaver Creek Rd. The new Oregon City Bypass had cut the line into several small pieces between Oregon City and Clackamas Community College. At least the Spangler Hill section remained relatively unchanged in spite of residential development.

Discover the line for yourself while there are remnants left! When the weather improves pack a picnic lunch, dust off the maps, and head south. Take Oregon Highway 213 out of Oregon City, past Clackamas Community College, and down Spangler Hill to Mulino. At the bottom of the hill there is a sharp curve to the right, and a small gravel road to the left called Alder Creek Lane. Turn into the gravel road, drive past the few houses, and park.

Listen for the interurban coming downgrade, because you're parked on the tracks!

If you bring your hiking boots you can hike several miles up the old grade from here. Note the power poles, some laying on the hillside, and others still standing. The switch and siding were at Howard Station.

From Mulino the WVS went straight south through what is now the airport and on towards Molalla. Most of this section has been covered with roads. In Molalla the line crosses Oregon 211 about two blocks west of the Southern Pacific RR crossing, then curves west on a gravel driveway.

Between Molalla and Yoder the line cut across farmland. At Yoder the tracks ran next to the old store then cut diagonally across a corner now occupied by the wrecking yard. The grade and road crossing are clearly visible on the south side of the junkyard.

About two miles Southwest of Yoder the line crossed a creek on a high trestle. While

the timber is long gone from this site, the approach fills are still clearly visible. From here the line ran to Monitor. Now, much of the old roadbed is used for farm driveways. From Monitor to Mt. Angel the line cut through farm fields. Not much can be seen until the right-of-way enters Mt. Angel. The tracks here ran about a block west of where the retirement center is today, and crossed Church Street near Alder. The right-of-way is clearly in evidence to the west, with the terminal located in an open field just north of the Oktoberfest beer garden.

If all of this seems too difficult to follow, I am very willing to help (actually, I can be bought quite cheaply; you provide lunch and transportation and I'll guide). If I can answer questions, or otherwise help, call me at 653-3118 (Milwaukie) during the day, or 393-1399 nights.

If members have similar ideas for a historic trolley "tour" like this please write and tell us about them - Editor

Willamette Valley Southern crew poses in front of car No. 12 at Mount Angel Station in 1923. (courtesy Clark County Historical Society)

