



# THE TROLLEY PARK NEWS



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Oregon Electric Railway Historical Society Bulletin

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## THE SHORE LINE'S FIRST SEASON

*It is over. At least for this season. Now, after the close of operations on the Willamette Shore Line, it seems appropriate to provide a summary of what happened. The following is a list of the highlights. It will be of interest both to those members who were unable to visit the line, and for those of us who were too busy to stand back and put things in perspective during operation (or to write articles about the line, for that matter).*

**E**rnine Munch, on behalf of the Friends of the Willamette Greenway, was the first one to describe the concept of a vintage trolley operation helping hold the Southern Pacific right-of-way from Portland to Lake Oswego open for passenger rail use. That was in November, 1986. The original plan called for start-up of a demonstration project in July 1987 on the 100<sup>th</sup> anniversary of the line's opening.

In preparation for that operation Council Crest car 503 was moved to Portland during the Winter of 1987 and stored behind a wire fence at the Zidell Co. on SW Moody Street. Volunteer line-clearing work began in February, and limited test runs with car 503 towing a generator car leased from a member of the Puget Sound Railway Historical Society began almost immediately. Track-clearing work parties had extended training runs to an area just north of Willamette Park by early March when things came to a temporary halt. Opposition from residents in the John's Landing development called for an application of diplomacy.



*Blackpool tram No. 48 southbound just south of Boundary Street (in John's Landing) on the Willamette Shore Railway, on December 13, 1987 (Steve Morgan photo).*

Attorney (and later, member) Aloha Schade began advising the OERHS board in its negotiations with the consortium of agencies considering purchase of the Jefferson Branch line in April, 1987. By June Portland city planners were visiting board meetings to explain the consortium's position.

In July the Jefferson Branch operation received another unexpected setback when Trolley Park staff discovered that rotting sills had caused the platforms on No. 503 to sag. They recommended against using the car for the new service, and the search for a quick alternative was on. Museum Director Greg Bonn persuaded he board that Blackpool double deck tram No. 48 could be restored in time and frantic efforts ensued to get a vehicle that had been out of service for over thirteen years back on the tracks.

The deadline for starting operations on what had now officially been dubbed the

"Willamette Shore Line" drifted into August, and then to Labor Day Weekend, yet committee members led by Charles Hayden were confident of an imminent start-up. Things were further delayed by a Rev. Cummins, who had poured an asphalt driveway across the line, halting any traffic. Finally, a judge ruled the demonstration project stood to lose more than the reverend and the driveway was removed. The road was clear when No. 48 arrived the week prior to service, and last minute painting and installation of top deck seats proceeded through Friday night September 11th.

The dream became reality on Saturday morning, September 12<sup>th</sup>, when the first run, loaded with dignitaries, departed for Lake Oswego. It is history that they did not make it in time, having been nearly stopped by grease apparently spilled on the track by a ballast tamper. But, make it they did, and on the next run a brass band inaugurated regular public service.

It wasn't all wine and roses, of course. During the first few weekends police officers sometimes rode shotgun on the Willamette Shore Line to deter acts of vandalism that occasionally verged on the very dangerous. Things got off to a bad start when spikes were found wedged between rail joints on the long trestle. Then, in the warm months, when there were no windshields in place, hostile residents in John's Landing sprayed platform crews with water, posted negative signs, or placed objects across the rails. Such demonstrations of disfavor were never common, and took place mainly while the operation was new. However, as late as October, teenagers near Lake Oswego threw eggs at the tram (their legs proved to be longer than those of the trolley crew who gave chase).

Through the first two months the trolley was filled to capacity on most runs. Reservations continued to be a necessity in the sunny autumn afternoons. Much of this attention was encouraged by unprecedented media coverage, which ranged from full-page write ups in the *Lake Oswego Review* to a color picture on the front of *The Sunday Oregonian*, and from almost weekly comment on local television news programs to an article in *Sunset Magazine*, whose circulation reaches throughout the West.

That ridership helped the Society recover the thousands of dollars spent on restoring this unique car. Charters were also of assistance. In a single evening a charter could raise more than an entire weekend of regular revenue service.

By November ridership was finally slacking off. Cold weather and rain now created problems and dwindling volunteer crews were in need of some comfort. Windshields and platform side windows were installed and a space heater put in use to pre-heat the car (like most English structures in the early 20th century this car was not equipped with central heating). Sandwiches were served to volunteers willing to work an entire day. These dedicated crews often ate on the platform, since, even with rotating positions, there was little time for a meal break.

Fate struck again in November when the governor on the generator car sheared off and threatened to bring operations to a premature halt. Fortunately, Superintendent George Inness was able to repair the damage on the spot in under thirty minutes. No bus had to be dispatched to remove stranded passengers. Then, on Thanksgiving day the tired old generator engine tore itself to bits right after a special trip to raise funds for little Coby Howard's organ transplant. The press had departed, and there were few passengers, so No. 48 was left in the tunnel where it had lost power and the generator car was hauled away for a complete rebuild. Meanwhile, the Society lost two week-ends of service.

Special holiday trips put things back in the black in December. The trolley was decorated with Christmas lights for a series of evening runs that started on Friday December 19th and lasted through Christmas Eve.

December marked the last of several changes in the Willamette Shore Electric's schedule. At first the tram departed the Portland Depot five times each Saturday and Sunday at 10:00, 11:30, 1:00, 2:30 and 4:00, but that schedule proved to be almost impossible to maintain and, starting Oct. 3<sup>rd</sup>, it was padded out to 9:30, 11:15, 1:00, 2:45 and 4:30. As the days grew shorter the number of daily runs was trimmed to four. Beginning November 7th the double-decker departed at 10:30, 12:15, 2:00 and 3:45. That schedule was continued until nightly runs began in late December. All operations ceased after December 31st.

One thing that never varied was fares. A round trip remained \$5 for adults, \$4 for seniors and \$3 for children. One-way was \$3 for adults and seniors and \$2 for children. The journey was always the same; a six mile, 45 minute, trip from Portland to Lake Oswego. Staff jokingly referred to this as "Portal" or "Gateway" service, since it didn't really go into either city.

What did change over four months was the scenery. It went from the light green of summer to a brilliant fall festival of colors, and finally, to the stark black and white of winter. No matter what, those who rode were enthusiastic. A great part of this was due to the friendly and courteous service provided by a cadre of diehard OERHS volunteers organized by dispatcher Hal Rosene and supervised by Chuck Hayden and George Inness. Thanks are due to all. You helped make history...

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## MEETING NOTES

### 503 Dropped from Lake Oswego Plan:

At the July board meeting Aloha Schade and Ann McGloughlin were guests when the trustees went over final revisions to the contract for Portland-Lake Oswego operation, which was scheduled for a late August or early September start-up. Ann indicated the city did not wish fares to be collected at intermediate points during the first season of operation so tickets should be sold at either terminus. This would avoid parking problems in areas such as Willamette Park. In fact, the City thought it best not to let passengers out except at each end of the line. There was also some discussion about restricting fare collection on the car (meaning that riders would need tickets in advance) but no agreement was reached.

It was explained that beginning costs, up to a total of \$11,500 would be coordinated between the City and Ernie Munch so the Society would not need to borrow start-up money. What would be needed quickly were brochures, tickets, station platforms at each terminus, signs, and a rule book for crews.

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Immediate shelter was to consist of a fenced-in area provided by the city and a tarp. It was hoped that better car barn accommodations would eventually be provided.

The Jefferson Branch Committee indicated that the start-up date could be no sooner than August 23rd, depending upon removal of the Reverend Cummins' driveway. In the meantime, the paved crossing at the Macadam Bay Club had already been removed, and the City had begun improvements to the right-of-way. It was obvious that operations on what had now been named the Willamette Shore Railway would get underway much later than expected, even though arrangements would still have to terminate Dec. 31, 1987 due to the way in which the original proposal was written. When asked about the potential for a renewed contract next year, Ann said that Commissioner Earl Blumenauer had indicated that he would ask the agencies involved in the consortium to continue their relationship with OERHS, provided this season's operation was successful. Mr. Blumenauer had already received a favorable recommendation from the City staff studying the potential for future electrification of at least portions of the line.

Museum Director Greg Bonn described "fundamental flaws" discovered in the end sills of Council Crest car No. 503 (causing the platforms to sag) when he told the trustees that it should be returned to the Trolley Park for repair and Blackpool Corporation tram No. 48 substituted as prime mover on the Willamette Shore Line. The pros and cons of using several other available trolleys on the WSL were debated during the remainder of the meeting.

There was discussion of using Sydney tram No. 1187 on the line, but, it was determined that an open car would be useless during inclement weather in November and December, and would require modifications such as the installation of safety bars along the sides, since the trestles and tunnel on the line would pose dangers for children.

Trustee and Past-President Walt Mason inquired about the possibility of restoring

Portland Traction car No. 4012/813 instead of No. 48. He thought it would be a safer and warmer car overall. However, Greg explained that it would take too long to return the "Broadway" car to operating condition, whereas he thought No. 48 could be restored in four to six weeks if adequate work crews could be lined up. Most of the work left to be done on the Blackpool tram involved the top deck, including the installation of all new wooden seating, painting, and putting back the stairwells at both ends. In addition, missing windows needed to be replaced, and exterior siding needs to be sanded, primed and painted.

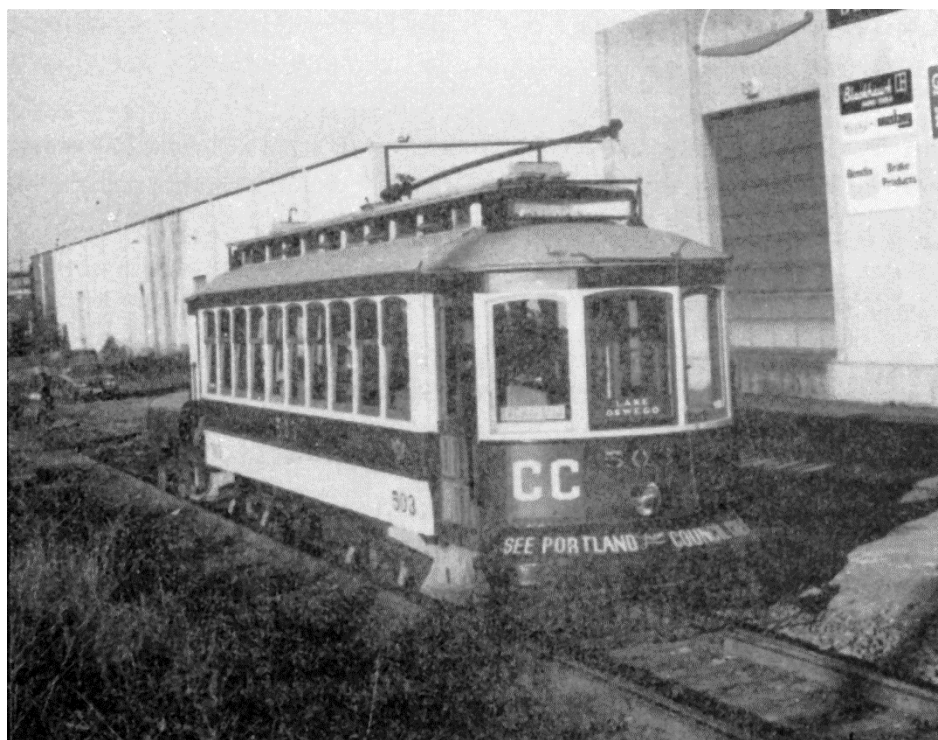
British Columbia Electric Railway interurban No. 1304 was also rejected for Jefferson Branch operation because its size and weight would pose problems. President Allan Plunkett explained that the tag-along generator from Snoqualmie would not handle the 100 to 150 amp starting load imposed by No. 1304, nor could a car designed for speeds in excess of 60 mph be used to best advantage on a slow, frequent-

stops type of service. Dr. Plunkett supported the idea of using the double-decker.

Superintendent Chuck Hayden suggested renting ex-Yakima/Portland Traction Brill Master Unit cars 4009 or 4010, which are now stored at the Puget Sound Railway Museum at Snoqualmie, Washington. He felt one of these cars would, at least, make an excellent backup for whatever car was chosen from Glenwood. But trustee and founder Paul Class argued that money would be better spent on our own equipment.

It was felt that borrowing the Portuguese single-truckers slated to share MAX tracks through Old Town Portland was not a viable solution. Greg said that restoration had not yet begun on these cars since their use is not anticipated for another year or more. They would require too much cosmetic work to be ready in a matter of weeks.

Paul Class told the board that his company, Gales Creek Enterprises, was expecting delivery in October of a Melbourne SW-S tram like the ones now being used in Seattle.



Former Portland Traction Company "Council Crest Car" No. 503 on the Lake Oswego line just south of Southwest Hamilton Street on February 7, 1987 during very early preparation for Willamette Shore Line operation (Steve Morgan photo).

However, the trustees felt that waiting for that car would delay operations too long.

At the conclusion of discussion a motion was passed selecting No. 48 as the vehicle to be restored for operation under terms of the Willamette Shore contract in place of No. 503. This restoration will be given upmost priority in view of the impending start-up. Contingencies remaining before start of WSL service included volunteer training, a new battery for the generator ear, and a fuel storage and delivery plan.

### **Willamette Shore Railway Approved:**

In August the agencies coordinating rail operations along the SP's former Jefferson Street Branch line gave the OERHS the "green light" to proceed in a three to one vote during the Portland City Council's August 3rd meeting. In the meantime, the two largest law firms in the state began skirmishing.

The board learned that a pretrial hearing had been set for Speers, Laburski (representing the Southern Pacific Railroad) and Stohl, Reeves (representing the Rev. Cummins). A trial date was expected within three months to settle the issues of adjacent property owner's rights and abandonment, which were brought to a head when Rev. Cummins built a driveway that blocked the line.

A committee headed by member Rich Carlson was set up to handle public relations for the Jefferson Branch operation. Its responsibilities included designing a logo and producing informative brochures. The name "Willamette Shore Railway" was officially approved for the operation. It will appear on signs, tickets, and brochures.

Superintendent Chuck Hayden passed around proposed ticket designs and indicated that tickets would be printed and ready within two weeks. Aloha Schade suggested combining tickets into a single design, rather than using three different forms, but Museum Director Greg Bonn felt that a single ticket would lead to inaccurate statistics due to punching mistakes.

Greg told the trustees that tram No. 48 would leave Glenwood around Labor Day Weekend. He said some painting remained to be done, and that the upper deck seating needed to be installed. Rod Cox and family had been busily scraping off old paint, while Clark Blake and Greg sanded the exterior metal. When the interior painting is done, Mike Parker will put in wire mold and light sockets. Installation of stairs and seats was expected to require two to three days, part of which would be done in Portland.

Chuck Hayden again brought up the possibility of leasing ex-Yakima car 122 from Bob Hively in Snoqualmie as a second Willamette Shore vehicle. He indicated that Mr. Hively would accept 20% of revenue as lease. Chuck offered to raise the money for transporting the 22 to Portland on Seattle Metro's trailer, which he said he could borrow. President Plunkett felt that we should work toward getting the Yakima car down here only if there was a good possibility it might later be donated to the museum. The car is of interest since it saw service in Portland during Portland Traction's final years. However, the matter was tabled until Museum Director Bonn could carefully examine the issue.

### **Willamette Shore Job Descriptions:**

At the September meeting job descriptions for the impending Willamette Shore operation were outlined by President Allan Plunkett and formally accepted after discussion. Larry Griffith was named Project Manager. He will serve as a liaison with the City, calling in technical department heads as needed for maintenance, electrical work, equipment, and signage, authorizing expenditures, overseeing operations and giving monthly reports to the Board. Superintendent Charles Hayden's duties were outlined, including writing a rule book, training and scheduling operators, scheduling runs, overseeing reservations, ticket sales, car cleaning, making daily deposits, providing change for the depot and reporting weekly ticket sales, ridership, etc. to the Manager. Susan Mahon was appointed Auditor, with responsibility for ticket, gift shop and bank deposit reports.

The post of Superintendent of Maintenance and Right-of-Way was assigned to Greg Bonn, who will be in charge of car and minor track repair, inspecting the car, and deciding questions of suitability for operation. Superintendent of Electrical Systems and Overhead Mike Parker was charged with checking car wiring, lights, controllers, overhead wire, signals, communications systems and maintaining the generator ear. Electrical Engineer Dr. Allan Plunkett's duties were described as consultation on equipment and substation design.

A trailer house has been moved to the Moody Street terminus of the Jefferson Street Branch for use as the Willamette Shore Railway Depot this season. The larger of the two rooms in the trailer will serve as the ticket office, waiting room and a small gift shop. The smaller room will provide storage space and an area for crews to eat or wait for their runs. Member Rod Cox is painting station signs.

### **Willamette Shore Founder Removed:**

At the December board meeting a motion by Museum Director Greg Bonn was passed removing Willamette Shore Line founder Chuck Hayden as Superintendent of Operations. Several trustees felt that Chuck was working too hard and that his health was at risk. The paramount need for high safety was stressed during lively discussion. George Inness was confirmed in the new post of Superintendent of Safety, Procedure and training.

A motion was also passed volunteering the OERHS as host for the 1991 Association of Railway Museums annual meeting. It was estimated that this national electric railway preservation conference would attract some 150 to 200 delegates. If the request is approved tours, speakers, and workshops, will need to be worked out at the Trolley Park and on Portland's MAX light rail line. Museum Director Greg Bonn was elected as a delegate to the 1987 ARM convention at the Orange Empire Museum in Perris, California. In other business, the 1987 "Fall Foliage" picnic at the Park was scheduled for the weekend of October 24th.

In a special report Greg Bonn and Mike Parker outlined a plan to obtain overhead wire and ties from abandoned rights-of way in Yakima. A motion was passed approving 50% funding for this endeavor. Mike and Greg will supervise the salvage project.

### **\$5,000 NRHS Donation**

In November the OERHS gratefully accepted a \$5000 donation from the local chapter of the National Railway Historical Society. In keeping with Society regulations the check was presented without specific encumbrances, however, it was understood that the NRHS was particularly interested in seeing that a car barn of some sort provide cover and security for trolleys on the Portland-Lake Oswego run. Support from another rail history organization was particularly appreciated, and the board agreed to continue looking into car barn options. That is no simple matter since considerations such as rights-of-way and potential land use hearings continue to complicate car barn construction.

Treasurer Larry Griffith asked the trustees for approval of adjustments to the Willamette Shore charter rate for nonprofit groups. Since this was viewed as a community service a motion in favor passed. A 20% discount was made available to nonprofit groups consisting of at least 35 people.

Former President Charles "Bud" Statton volunteered to prepare a new rule book for the use at the Trolley Park and member Carolyn Novak offered to typeset it. Statton told the board that he was making arrangements to have the printing of these revised operating rules donated by the Bell Telephone Company.

### **Tag Along Generator Fails, is Rebuilt:**

Those Willamette Shore Line doomsayers who thought the tag-along generator would not survive the operating season proved correct. As Acting Superintendent George Inness explained, the gasoline engine powering the generator met its end on Thanksgiving Day. The timing was bad, but it could have been worse. Project Manager

Dr. Larry Griffith, Public Relations Officer Rich Carlson, and a dedicated band of diehard volunteers, had put together a special run for the November 26th holiday to raise funds for little Coby Howard, whose valiant fight against leukemia attracted national attention. Although Coby died before he could use the several hundred dollars realized from this event, he did enjoy a memorable ride at the controls of No. 48. His trip was to be the last one for nearly two weeks on the Willamette Shore Line.

After Coby's party left, the Blackpool tram started on an ill-fated second run. It never reached Lake Oswego. The tired V-8 on the generator threw a rod in the tunnel proclaiming a very loud stop to operations. Passengers were removed and 48 was locked inside the tunnel for two weeks, during which time the ruined 1963 Oldsmobile engine was replaced with a larger 1969 Buick power plant. Other changes to the generator car became necessary during the last month of the WSL contract, including a new battery, a new alternator and a new drive train, but, boy, did it work well at the end...

The provisions for a draft proposal setting out conditions under which the OERHS would continue to operate on the Jefferson Street Branch in 1988 were hammered out. Among the materials studied by the trustees were copies of a memo from Portland City Commissioner Earl Blumenauer to the Jefferson Street Policy Advisory Committee which suggested that since the recommended option calling for purchase of the Lake Oswego extension, and its continued operation, did not have the complete support of the member jurisdictions, the City of Portland would need support from other members of the consortium willing to share equally in continued financial obligations. Two of the five member jurisdictions (the Metropolitan Service District and Multnomah County) are apparently unwilling to back further operation.

OERHS member and legal consultant Aloha Schade told the Board that she thought it likely that the City of Portland would ask the Society to "participate fully" in maintenance

of the line in 1988. Maintenance was something successfully argued against in 1987. The Board's position has been that streetcar operation be provided at a cost that will help raise money for the restoration of the OERHS collection and not to maintain or improve property that is does not belong to the Society. If such maintenance is required next year, Aloha suggested the OERHS offer to pay a per mile user fee for using the Jefferson Branch tracks, rather than a percentage of the gross revenues. In the meantime it was proposed that the Society agree to operate on a month-by-month basis under the terms of the existing contract until a new contract is negotiated.

The current legal situation concerning the SP right-of-way may not speed the negotiation of a new contract. In fact, some participants in the consortium may feel that a new contract is not needed until appeals are filed, a process that could take two or three months. In the first legal skirmish the judge found there had been no abandonment of the line by the Southern Pacific sufficient to give adjacent property owners rights. The City and the SP were awarded attorneys' fees but, Cummins promised to appeal.

## **GCE BUILDS HORSECARS FOR INDIANAPOLIS ZOO**

**I**n November two horse-drawn streetcars designed and built by Gales Creek Enterprises were delivered to the Indianapolis Zoological Society. Gales Creek owner, and OERHS board member and founder, Paul Class says they are the only horsecars to have been built from original designs and materials in the United States during this century. The little cars are near-replicas of the "Woodruff Cars" that were pulled along Washington Street to suburban Woodruff by teams of mules during the 1880's.

The streetcars were hand-built of white oak. Douglas fir and Honduran mahogany, with fittings of steel, brass and leather. The trucks, chains, bells, brake assemblies and undercarriages were imported from



Portugal, where they were produced to an American design. Portugal is the only country where such trucks are available.

Each car measures 23' 9" long and 8' 2" wide. Weight, unoccupied, is just over four tons. Except for new paint and routine oiling they should be nearly maintenance-free. One car is painted in red and cream livery, the other in green and cream. The oak seats, sills and posts are left natural.

The only adaptation made in the design of these cars was the addition of an eighth seat, at the rear of each car, increasing seating capacity from 28 to 32. Originally, a large space was left open for the driver at each end of the car so that it could be driven in either direction. However, since the zoo's tracks include turn around areas the extra space was unnecessary at the back. Percheron draft horses will pull the cars through the new Indianapolis Zoological Gardens.



*One of two horsecars built by Gales Creek Enterprises for the Indianapolis Zoo is readied for shipment from the Trolley Park on November 29<sup>th</sup>, 1987 (William Hardwick photo).*

## YAKIMA LINE DEMOLITION

*By Mike Parker*

**A**lthough none of us likes to see electric railways abandoned and removed from the face of the earth such recent developments in Yakima have, ironically, proven beneficial to the OERHS. This fall two sections of interurban line west of Yakima, Washington were removed. By order of local government rights-of-way reverted to several orchard owners and a street widening project.

The result isolated six miles of trackage from a point near Wide Hollow Junction to Antanum and Wiley City, and a line of similar length from the same vicinity west to Henrybro. Although Yakima Interurban Trolley Lines (YITL) has plans for operation on these isolated sections someday, the only operation at present is seasonal excursion service from Third and Pine (Yakima Shops) to the town of Selah, north of Yakima.

Around September, we were contacted by YITL with the proposal that if we would assist in removal of overhead trolley and

feeder wire, poles and wire support hardware the Society could acquire the lion's share of this material. Given the scarcity of trolley wire and hardware anywhere in 1987, the OERHS readily agreed.

During the month of November we invaded the West Nob Hill Blvd. area of Yakima, armed with trucks, tools, and a modest board-approved budget. During two weekends we dropped over a mile of 30-year-old electric railway history to the ground. A great deal of help was provided by YITL and others interested. The rails in the removed sections, and all of the overhead on private property, went to a local scrap dealer, with YITL removing the larger portion situated on public property. We then transported our portion of the goods to the Trolley Park, including a long d.c. feeder cable to be used in upgrading our power supply.

Next, we were taken to Wide Hollow Substation and told that, if we assisted in removing its contents, the city of Yakima would provide us with that equipment on a permanent loan basis. This consisted of a museum-quality 300 k.w. G.E. motor-

generator set and a 1910-20 vintage automatic control switchboard. We were also informed that if this could not be accomplished by December 31, 1987 the entire substation would be scrapped because the building was now on private property.

That ultimatum was the impetus for two December days devoted to the seemingly impossible task of getting the equipment out with tools, trucks, a crane and brute force labor in cold weather. We moved the monster m-g set and related equipment to the Yakima shops. The substation building was left as an empty concrete shell, standing forlornly in an apple orchard west of Yakima.

Plans are to move the equipment to the Trolley Park sometime in the Spring of 1988 and to renovate our substation building for an eventual display of antique a.c./d.c. power converting equipment. OERHS participants in the Yakima project were Greg Bonn, Mike Parker, Ron Vandehey, Don Huber, Eugene Fabryka, Tom and Rick Mendenhall and Charles Seims. YITL participants included Jerry Henderson, Mike Collins and Dan Naasz.