



The Northwest

Electric Railway Review

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Former Portland Traction No. 503 was on hand for the June 26th dedication of the new Vintage Trolley station on N.E. 11th Ave. across from the Lloyd Center Red Lion. Members watching the historic event include (R to L from front center) Roy Bonn, Al Haij and Steve Morgan.

CC CAR "ON THE ROAD AGAIN"

By Greg Bonn

Council Crest Car 503 has again been busy adding up non-operating miles. It recently journeyed from Brooks to Portland to participate in the dedication of the new Vintage Trolley stop at the Lloyd Center Red Lion Hotel (June 26), and to head a parade commemorating the 100th anniversary of the merging of the cities of Albina, East Portland and Portland (July 1). Both events were sponsored by Vintage Trolley, Inc.

During its stay in Portland, 503 was housed in the new Vintage Trolley carbarn across from the Oregon Convention Center on Lloyd Avenue and was the topic of conversation among passengers waiting for trains at the nearby MAX station. Volunteers working on 503 were asked if it was one of the Vintage Trolley cars that are to

begin operation later this Fall. While in the barn, 503 was stripped and given a fresh coat of paint in preparation for display.

A planned operation in Astoria, using number 503, was cancelled late in July because of new Burlington Northern liability insurance requirements. Car 503 was to have operated on one-half mile of historic BN track in Astoria that, at one time, continued out across Youngs Bay and south to Seaside. The operation would have taken place August 8th-11th during Astoria's annual Regatta Days. The car was going to be powered by a tag-along generator like the one used behind Blackpool No. 48 on the Willamette Shore Line. Burlington Northern's new liability insurance requirements have been raised to a staggering \$15 million, and appear to be the reason behind other rail tour cancellations, including a planned September excursion to Yakima for popular ex SP 4999.

THANKS VOLUNTEERS!

By Greg Bonn & Jack Norton

During the past year volunteers have laid siege at the Trolley Park. Over two hundred ties have been replaced and ten new poles planted. Fifteen yards of ballast have been spread and a new gravel surface has been applied to the road into the Park. The carbarn switch has been dug out and re-laid with newer ties, and the entire track and areas around buildings have been sprayed to control weeds. The new carbarn face is taking shape and rotting support poles are being repaired. Some say that



John and Joyce Nagy and Nancy Thompson were among the volunteers painting 503 in the Vintage Trolley Barn June 25th.

more work has been done this year than in the last eight combined. We hope to continue this pace for the remainder of the season, and again next year, in order to complete the Park restoration that has been so badly needed. Continuing projects include ballasting the North side of the loop, digging out and re-laying the East shop switch and the loop switch, installing suspension cable to the new poles to support the overhead wire in the carbarn yard, adding new overhead wire to track six in the pole barn, and moving the Seattle Muni trolley coach into carbarn bay five (formerly occupied by the Blackpool Belle).

Thanks go to the volunteers involved in these projects, as well as the 503 overhaul in Portland and Brooks Depot work: Charles Seims, Harvey Hilands, Ron Vandehay, John and Joyce Nagy, Gene and Vicky Fabryka, Tom Shellnut, George Inness, Jack Norton, Dick, Nancy and Alexa Thompson, Greg Bonn, Scott DeMoss, Richard Shipley, Bud Statton, Mike Parker, James Multner, Chet Stubblefield and the Washington County Community Service volunteers.

With help from dedicated volunteers the Trolley Park once again weathered its busiest period, the four-day July 4th weekend. We opened the doors at 9:00 a.m. on the 4th and closed at 6:30. Picnics and family reunions were going strong all day long and members running the gift shop reported a good day. Ice cream and soda pop almost sold out. The crews decided to stay open on Friday the 5th, which was a big success. Then, of course, we were open on the 6th and 7th. Everyone was tired when the power was shut off at the end of the week end.

Many thanks to long weekend volunteers Dick Shipley, Jack Norton, Ken Peters, Chris Larson, the Fullmans, the LeRois and the other members who were on hand. You did a great job.

We also wish to welcome members Dave Stoddard and Chris Larsen to the operations department. As we go to

press, we aren't certain of the spelling, but want to welcome new members Pius and Barbara Scherr who just completed training at the park.

Members doing regular work at the Park include Harold and Marilyn Fullman, who have been busy with operations. Harold has also been assisting with maintenance, and his wife has been filling in at the gift shop. Bill and Elaine LeRoy are at the Park on the second weekend of each month to help with operations and gift shop. Gerald Scholl has been putting in time mowing grass and keeping the grounds in order. Ken Peters has been assisting with grass cutting and brush removal along the track. He put in a lot of hours cutting tall grass in the hot sun. He has also helped fold and address the newsletter. Ed Hester has been working on the fire truck and assembling and repairing picnic tables.

If your name has been overlooked, and you were a volunteer on any of these projects, it is purely accidental. Please accept our thanks. If you have not yet volunteered there is still plenty of time to become involved. Please see Jack or Greg at the Park, or call Greg at home (642-5097).

BROOKS DEPOT UPDATE

By Greg Bonn

Restoration work continues to show progress on the Brooks Depot at Antique Powerland with the addition of the north platform and stairs, and the employee stairs on the west side. An attempt was made to duplicate the style and construction of the platform, while incorporating new building codes to keep the county happy. South and east platforms and a wheelchair ramp will be constructed as time and materials are made available. The 1991 Great Oregon Steamup saw many historic artifacts on display by the Brooks Historical Society and a well-stocked gift shop hastily put together by the OERHS. The depot was staffed by BHS volunteers in period costumes and uniformed OERHS

members staffed car 503, parked on the track in front of the depot.

MAURICE WEISMAN DIES

The man who donated the Montana steeplecabs to the OERHS passed away April 16, 1991 at his home in Great Falls. He was 76 years old.

Maurice Weisman had been chief executive of his family's industrial hardware and salvage business for nearly 30 years. The business, which originally dealt with furs and hides, had been founded by his father Carl in 1916. Over the years, Maurice expanded into scrap metal, new steel and pipe. At its height, his company, Carl Weisman and Sons was involved in building the Fort Peck Dam and Reservoir and employed more than 250 people.

Although often described as a "workaholic," Weisman was not all business. As OERHS members might suspect, he also had an avid interest in collecting, history and anthropology. In fact, he had a very artistic temperament. Years ago, he was an artist in the Great Falls "Studio 10" group. He was also an accomplished musician, playing the saxophone and several wind instruments.

Maurice is survived by his wife, two daughters, and two sons. Son Jerry assumed control of the family business in 1987. Son Irving is a professor at Stanford.

A TALE OF TWO BIRNEYS

By Tom Mendenhall

Work is progressing here in Edmonds, Washington on Fresno Traction Co. Birney No. 74. Over the winter months a W-2 (Australian) truck was purchased from Gales Creek Enterprises of Oregon. The truck was cut apart and those parts that were not needed were sold for salvage. All the other parts were cleaned and made ready for construction of new side frames. Both ends are now on the car and manufacturing and

assembly of window frames is beginning. The door and step hardware has been made and is ready for installation. One door will be made and hung in June. A new roof and framing still need to be done, as does rewiring (that may wait until the car is back in Glenwood). There is a possibility that seats can be made by people in Edmonton, Canada. I have two traction motors which I plan to bring down to the Trolley Park for testing and possible rebuilding.

In May of 1988, Tacoma Birney No. 324 was donated to the Snohomish County Museum and Historical Association. This car was about to be run over by a bulldozer to start a new housing development. The museum moved the car to a storage area until they could decide what to do with it.

In the Spring of 1989 the Snohomish Museum was given a grant to restore the streetcar. I did a survey in August to determine whether the streetcar could be restored to look like an Everett Birney and what the cost would be. A thorough examination of the car showed it to be restorable.

The problems of restoring this streetcar were numerous. The body was twisted, the outside frame and lower metal body panels were rusted away, the center roof section had water damage, and both A and B ends of the car were twisted and sagging.

Acquiring parts for the Birney began in November of 1989, with restoration work beginning in August, 1990. The first job was to remove all damaged metal from the car. This consisted of cutting the lower half of the body panels off and then removing and replacing the outside frame of the car. Then the body panels that had been cut off were replaced with new steel and welded and riveted into place. Both A and B ends were then rebuilt and straightened.

At present, restoration work has moved inside the car. I have started stripping and repainting the interior. I have been very fortunate to have the assistance of



Alexa Thompson demonstrates how volunteers of all ages can help at the Trolley Park. She is selling Gift Shop items to Marion and Erin Wells during Father's Day, 1991.

John Cox, who works for the Burlington Northern and is my machinist, and Gordon Mendenhall, my brother, who does all my woodworking. My son, Rick Mendenhall, assists anyone who needs help and my wife Diane is helping me trip and paint the streetcar.

NEW IN THE MUSEUM

By Jack Norton

Ed Moss donated a film he made of Portland streetcars, and staff are showing it regularly in the depot this season. The film begins with 1939 Sellwood streetcars, and then we see trolleys running in downtown Portland on the Willamette Heights, Kings Heights, and Council Crest (including our own 503 and 506) lines. Broadway cars appear in many parts of town. There are more cars on other city lines, as well as interurbans to Oregon City, Bell Rose, Gresham, and excursions to Boring. Those visitors who saw this film seem to have enjoyed every minute.

New T-shirts have finally arrived in the

Gift Shop. Other popular new items include trolley ear rings, Portland trolley posters, bumper stickers, and Trolley Park pens and place mats.

STAFF CAMPGROUND, POTLUCKS ESTABLISHED

By Jack Norton

Members who work on weekends have been enjoying the new staff campground at the Park. Bill LeRoy and his wife Elaine have set up their 18 foot trailer and a one room tent. Jack Norton has a 21 foot trailer for overnights and Dave Stoddard has set up a two room tent for himself and his family. Resident member Gerald Scholl has just purchased a 25 foot trailer.

Staff working on trolley operations and in the gift shop were treated to two Saturday night potlucks in July. On the 13th member Elaine Leroy made her famous taco salad for all the working crews. The evening was such a success that it was decided to make this a regular thing for the rest of the season.

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Help! We need articles, letters or photos for the newsletter

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