



Reminder to members: Please be sure your dues are up to date. 2017 dues were due Jan 1, 2017. If it has been longer than one year since you renewed, go to our website: oergontrolley.com and download an application by clicking: *Become a Member*.

In This Issue

Great Oregon Solar Eclipse Campout <i>Gene Fabryka & John Nagy</i>	1
Oregon Electric Railway Historical Society News.....	2
The Return of Blackpool #48 <i>Mark Kavanagh</i>	4
Museum Report, Fall 2017 <i>Kenneth Peters</i>	7
WST News <i>Jan Zweerts</i>	7
Willamette Shore Trolley Update <i>David Harold</i>	7
Returning Brussels # 34 <i>Greg Bonn</i>	8
Donation Request.....	10
2017 Annual Meeting and Banquet.....	11

The Great Oregon Solar Eclipse Campout

By Gene Fabryka and John Nagy

In August, the Oregon Electric Railway Museum hosted its' biggest event ever with the "The Great Oregon Solar Eclipse Campout" at Powerland Heritage Park. A large event for many communities across the nation, OERHS Vice-President Gene Fabryka saw an opportunity for it to be a fundraiser. He brought the idea to our board after learning that no one at Powerland was planning an event for the Total Solar Eclipse. The board approved the idea and assigned Gene as the event manager with John Nagy and Evan Burroughs as assistant managers. Evan's experience as event manager for Steam-up was an immense help organizing and setting up the solar event

1. Worked with the car museum and the caterpillar museum to receive revenue by offering additional campsites on their grounds;
2. Worked with the Country Store to be open to supply food and breakfasts;
3. Offered each partner museum funds for each day that they were open during the event.

Tom Kneeland was a tremendous help in securing porta-potties and helping set up. Kathleen Mason was hired to help with media marketing and she, Joyce Nagy and Leslie Fabryka developed artworks for the ads. Mark Kavanagh became the ticket "master" and set up an online ticket registration for campsites. He was invaluable in handling registrations and replying to questions from the people signing up. Mark also setup a Facebook page and our website for the event. An ad was placed with Travel Salem to help advertise the event.



The "Diamond Ring" at totality as seen from the OERHS campsite.

Bill Craig.

John and Gene wrote a proposal and took it to the APMA Board. John negotiated, and a few months later we had a signed contract to proceed. We recognized early on that this event could be a fundraiser for not only ourselves and APMA, but also for the individual partner organizations - who also need funds to build and operate their museums. To that end, we developed three efforts:



Bryan White working with kids to put a pole on the wire.

Kim Nicholonian

Oregon Electric Railway Historical Society

Officers

President	Charles Philpot
Vice President	Eugene Fabryka
Secretary	Mark Kavanagh
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Carolyn Vernon	Bryan White
Mark Kavanagh	David Harold
Gene Fabryka	Mark Moore
William Binns	John Nagy
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Other Positions

Board Chairman	John Nagy
Museum Director	Greg Bonn
WST Manager	David Harold
Newsletter Editor	Wayne Jones
Gift Shop Manager	Carolyn Vernon
Webmaster	Mark Kavanagh

Membership

If you have overlooked paying your dues for 2017 or did not realize that dues are based on a calendar year, this is your reminder that your dues are due. Memberships should be renewed on January 1st each year. New members joining after July 1st should renew on December 31st of the following year. The OERHS is a non-profit 501-C-3 corporation, the benefits of a donation should be discussed with your tax advisor.

Active	\$ 30	Sustaining	\$ 250
Family	\$ 40	Life	\$ 500
Contributing	\$ 50	Benefactor	\$1000
Supporting	\$100		

Mission Statement

The mission of the Oregon Electric Railway Historical Society, Inc. Is to preserve the regional heritage of electric railway transportation as a living resource for the benefit of the present and future generations. To fulfil this mission the Society will promote:

- The study of electric railways, their physical equipment, properties and operations, devoting special attention to the electric railways of western Oregon.
- The procurement and preservation of historic electric railway equipment, materials and property.
- The display, interpretation and operation of surviving historic equipment, materials and properties.

By Laws, Article II, 9/14/93

Official Notice

The Transfer is published quarterly as the official publication of the OERHS, a state and federally recognized not-for-profit institution and operator of the Oregon Electric Railway Museum at Brooks, Oregon and the Willamette Shore Trolley between Lake Oswego and Portland.

The views expressed herein are solely those of the individual writers identified and of the editor only, and may not necessarily represent the views or policies of the Society, its Board of Trustees, Officers or Members.

Articles, photos and letters for publication are always welcome. Please email to transfer@oerhs.org or postal mail to the museum address following.

Please send any change of address, your dues and donations to Suzi Jones, Treasurer
Oregon Electric Railway Historical Society
3995 Brooklake Rd. NE
Brooks, OR 97303
Phone: 503.393.2424
www.oregontrolley.com

Do you want to be a Volunteer?

Be a Motorman or Conductor, give tours, and restore trolleys and more great activities? Want to learn to operate a 105 year old trolley from Australia or even a locomotive? Volunteers are needed - no experience necessary - just a passion for trolleys! We can easily train you in any volunteer positions that may interest you. Please come out to the museum and lend a hand. For the weekday or Saturday projects, contact Greg Bonn at 971-344-0755. For motorman, conductor and station agent training at the museum, contact Ken Peters at kennethipeters@msn.com or 503-646-5034.

If you wish to volunteer for the Willamette Shore Trolley, call David Harold or Jan Zweerts at 503.697.7436.

How we deliver *The Transfer*

The Transfer is delivered both electronically and by postal mail. With the electronic copy, you can see all the pictures in full high-resolution color, a big improvement over the black and white appearance in the printed version.

We have established a web site where you can view and download copies of The Transfer. We have set it up so it is also easy to print on your color or black & white printer if you prefer hard copy. If you wish, we will send you notification when the next issue is available and a link to the web site where you can view the issue or download and print a copy. Please send an email to: transfer@oerhs.org with your name (as shown on the OERHS membership list) and the email address you would like us to send the notification to. Of course, we will respect your privacy and we will only use your email address to send a single notification that a new The Transfer is ready and a link where you can get it. We will never send

promotional material or give or sell your email address to any other person or organization. You can see this issue and the previous issues by going to this web site: oregontrolley.com/transfer.

We also mail black & white copies of the newsletter to all members of record. Not as exciting as the color version available at the web site but some members have stated that they prefer physical copies.

The electronic copy that you can get on the web site can be printed in full color (or black and white of course) on your printer at home if you prefer to read The Transfer the traditional way. We are also archiving back issues on the OERHS web site so in the future you will always be able to refer back to previous issues. We believe you will appreciate the higher quality pictures that this process will provide to all the interesting photos that accompany our articles.

The Great Oregon Solar Eclipse Campout, continued...

Ultimately, our best advertising proved to be Facebook. The news media predicted large crowds coming to Oregon and reported that campgrounds were all full. As the team and Travel Salem worked to get the word out that campsites were available, the news media mostly ignored us. With the predicted surge of campsite registration not appearing the team became anxious that we wouldn't get enough reservations to cover expenses. Bryan White and Mark Moore stepped in to boost our presence on Facebook. Then on July 25th, Channel 6 News picked up the story that we had open sites. Between the Facebook efforts and the TV segment, registrations began to increase significantly.



A Sparks Show

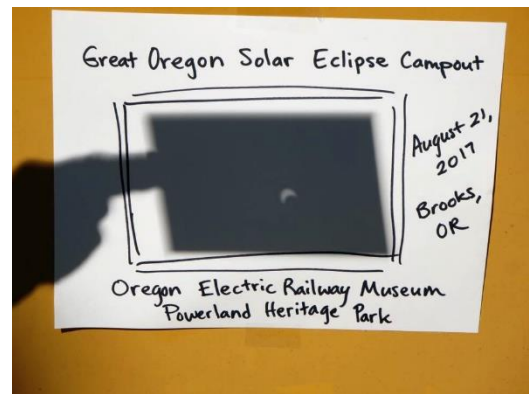
Bryan White

Meanwhile, volunteers worked to clear and setup areas for campsites. The North yard was to become the tent camping area for campers with pets. Steve Mills spent days going around with his weed eater uncovering trolley parts so they could be moved. Evan Burroughs loaded the blackberries and branches from an abandoned burn pile into a dumpster. Gene Fabryka moved piles of dirt and graded the area with the backhoe. Vicki Fabryka, Leslie Fabryka and a group of her friends helped with clearing debris and marking out campsites. The Nagys and Fabrykas spent the week before the eclipse setting up the campsites and preparing the Hopmere Station for the event. Bryan and Liz White set up the freight room as NASA Central and set up the camper registration area in the library. To help earn funds for to build their own museum, Oregon Fire Service Museum volunteers were hired to handle the entrance gate and restroom cleaning.

On Friday, August 19, we braced for the news media predicted traffic jams. It didn't happen, the traffic was normal and campers arrived a few at a time but in a steady stream. John and Joyce Nagy, and Bryan and Liz White manned the computer for check ins. Thanks to Vicki Fabryka's efforts we had free solar glasses and education materials from NASA to hand out. Campers

continued to arrive with few problems throughout the weekend. They turned out to be extremely easygoing, pleasant and appreciative. Most of the campers had never been to Powerland before. Thanks to all the Powerland Museums being open, the visitors had a great time going through them at their leisure. Many of the volunteers from the museums reported to us that they enjoyed being able to spend time showing their museums to such interested people.

To provide some night time activities, Gene picked out some classic films and, with Bryan as the projectionist and Master of Ceremonies, campers came each night to watch movies at the "Hopmere Theater". Another extreme crowd pleaser was the incredible Spark Shows put on by the Steam Fiends. The Double Decker #48 was operated all weekend and the night runs were especially popular. One visitor was so impressed with the activities we had to offer, he left his paid campsite at the state fairgrounds to join us!



Eclipse in progress using pinhole projection to view

Sara Aguirre

Monday morning about a hundred cars showed up for the eclipse in day use. The weather was perfect, but the day visitor attendance was small due people being concerned about the predicted traffic jams and people going to Madras because the media had forecast it would have the best weather (it turned out to be smoky in Madras). The Total Eclipse impressed us all and was an experience that we will never forget! When the total eclipse ended some cars and campers rushed to leave. There was a traffic jam on I-5 for hours. Many campers choose to stay Monday night to wait out the traffic.

While the final figures are still being tallied, this event raised over \$20,000 towards our Brussels Trams and Car barn #2 campaigns. Almost the same amount was shared with APMA and the partnering museums, making it a very successful event for all.

In addition to the folks mentioned above, we would also like to thank Michelle Duchateau, Rick Koehler, John & Judy MacInnes and Ken Peters and his operations team. If we forgot to mention anyone who helped out on this event, our apologies – the long work days blurred our memories but rest assured we couldn't have done it without you!

The Return of Blackpool #48

By Mark Kavanagh

Blackpool Double-Decker #48 has long been a favorite streetcar in the OERHS collection, mainly due to its novelty of having 2-levels. Although double-decker trams did run in New York City for a period of time, 2-level streetcars were very rare in the United States during the original streetcar era. However, in the United Kingdom double-decker trams were the norm. Nearly every city in England, Scotland and Ireland had double-decker trams. One of those cities is Blackpool, a resort city along the Flyde Coast of England.



48 being lifted off the rails at Bancroft and Moody to be moved to the museum.

The Blackpool Tramway opened in 1885 along the famous Blackpool Promenade. Trams to this day, both heritage and modern, run on this same promenade. Blackpool is the only city in the UK to have retained its trams from the beginning. They have had a variety of trams over the decades of various different styles. Some were purpose built to encourage more tourism in this resort town.

48 was part of the “Standard Class” of trams from Blackpool. Some of its sister cars started out as a single-deck car, referred to as a Motherwell, and were originally built in 1902. Motherwell referred to the name of the Hurst-Nelson factory at which it was built. The second level was later added to these cars. However, 48, for all intents and purposes, was built new in 1927 by Blackpool Tramways. Hardly anything from the original 48 was retained. Hence we have always considered 1927 as the original build date for this car.

Other standards of similar style to 48 with its enclosed upper deck still exist. Car 147 operates in Blackpool today on occasion, after being re-patriated from Trolleyville in Ohio in 2000. Car 49 is deep within a car barn at the National Tramway Museum in Crich, England awaiting refurbishment. Car 159 is at the East Anglia Transport Museum in England, and car 144 is at



48 at Riverplace Station on the Willamette Shore Trolley.

Seashore Trolley Museum in Maine. There are other standards with open top decks that are also still around.

48 was retired in 1962 and was the last tram to leave the Marton Depot before it closed in 1963. The OERHS acquired the 48 from Blackpool soon after. It was shipped to the US in August of 1964. It operated many years at Glenwood. Visitors loved going through the forest riding in the upper deck. Of course the upper deck has great views, but the wooden slat seats, and sometimes rocking motion, would make folks realize that the plush seats in the lower salon were much better.



48 on the mainline by the Hops Field

I operated 48 at the old museum a few times. I have the auspicious honor of being the last operator on 48 in revenue service in Glenwood. It was the last Saturday of the operating season in October of 1995. It was foggy and chilly, with frost on the ground. The previous day, Motor #401 was operating on the line which was a bit



48 loading passengers during Steam up.

heavy for the old rails there. I took the first run of the morning with passengers. Then just before the loop switch the car jumped and the front truck derailed. The rail underneath the car had split. I still remember going on the radio to tell Bill Binns at the depot that the car was on the ground. We safely got the passengers off the car. But it took all day to get her back on the rails. That was the last operating day at Glenwood, as the following year we moved the museum to Brooks.



48 at the old Trolley Park at Glenwood.

However, 48 did not go to Brooks. Its next life was to run on the Willamette Shore Trolley. We had an interesting way of getting 48 to Brooks. Typically our trolleys are loaded onto trailers and then moved via the highway to their ultimate destination. With 48 being over height, the permitting process was a bit troublesome to get her to Lake Oswego. So an alternative developed, transport her via her own power by rail. 48 was loaded onto a trailer to leave the Trolley Park in November of 1995. She was thus transported to Banks. There she was placed on the rails of the POTB/Willamette & Pacific RR. She was hooked up to a generator cart and a few weeks later away she went. First she headed from Banks to Hillsboro, then alongside TV Highway into Beaverton thru Tigard, then onto the wye towards Lake Oswego. At LO, a crane was there to quickly lift 48 off of the mainline track and onto the Willamette Shore Trolley track. That took a lot of coordinating with the Railroad, but it worked out well. A full article about this event was in the Jan/Feb 1996 edition of The Transfer.



48 soon after arriving at Lake Oswego via rail.

There 48 remained as a crowd pleaser on the scenic Willamette Shore Trolley. Riders simply loved taking rides from LO to Portland. 48 saw the extension of the line from under the Marquam Bridge to Riverplace, then it cut-back to Bancroft Street for the Portland Streetcar extension. But running on the WST took its toll on this historic car. It was decided in 2004 to retire the car from the WST. There she sat at the LO car barn with #813 only operating on the WST. In 2006, 48 was brought out one last time to Bancroft Street so she could be loaded onto a trailer and be moved to the museum in Brooks for semi-retirement.

It had always been the dream of the board to bring 48 back to operation. But the mainline track at the museum was not very level and would have made passengers on the upper lever pretty seasick. Let alone stress on the car body.

In the late winter of 2017, the Museum was approached by Rick Franklin Corporation to ballast and relevel our mainline as a donation. They were already reworking the P&W Oregon Electric line just west on the museum. Crews arrived onsite with their equipment and materials and had the work completed within just a few days. Today our mainline looks better than most branch railroad lines..

Now that the track was leveled, the idea of returning 48 to service came to the forefront. Greg and other volunteers went to work on building catwalks and the trolley pole base on 48, as they had been removed when leaving Glenwood. Soon a pole was set and raised up to the wire and 48 was back in business. It was just in

48 continued operating in August, including the Solar Eclipse Campout and Truck Show events. But she was pulled out-of-service to lubricate the controllers. However, during closer inspection, it was found that 2 of 4 suspension springs were broken. We are having new springs fabricated so that she can return to service next year. It is hoped with continued attention to 48, she may operate in limited capacity at the museum for many years to come. For more details about 48's history and Blackpool tram in general, articles were published in The Transfer in the mid-1990's.

One of the broken springs.



time for the Annual Steam-up in July. Her first revenue operating day was on July 29, 2017. The Steam-up crowds loved it. Every trip was full, both upstairs and downstairs, for all 4 Steam-up days. News of 48 returning to service went viral on Facebook. Soon we were receiving congratulation messages from the UK, as well as railfans from the rest of the world. They were excited to see 48 rolling again. People specifically came to Powerland just to ride 48!

All photos by Mark Kavanagh.

Willamette Shore Trolley Update

David L. Harold

The WST had a great summer season. Most of our runs were full. But, we were not able to put on extra runs, since we now have a longer run all the way to Bancroft. Yes, we were finally cleared all the way North to Bancroft St. by ODOT mid-summer. It really ramped up the passenger excitement, as well as ours.

With the extension open thru John's Landing, our normal viewing spot for the Christmas Ships is once again available. That means we can do two Christmas runs a night this season, as well as a longer Combined Fleet run as well. We are also going online for ticket sales this year. It worked well for the Eclipse campout tickets, we hope it will be the same for this event.



WST work train near Willamette Park.

Steve Dudley

Re-education of the WST line neighbors has been a new task. There are some that don't remember us well and most that didn't even know that we were an active trolley line. They are slowly getting used to our runs and we continue to be a great neighbor.

We are marketing more this year and even more next season. We have re-joined the L.O. Chamber of Commerce, which will be a big boost as it will lead to more visibility. Charters have been growing, in fact we have 3 in December alone, around the Christmas Ships. Also, L.O. Tinsel Town Trolley will be two days again this year, but increased to 5 runs per day.

The inside of the Depot was re-painted this summer, with an inner wall upgrade due over the winter. This will allow us to hang product on the walls, like at Hopmere.

We are looking forward to a great 2018 Season. A big thanks to all the volunteers that make it possible.

WST news from the Supervisor

Jan Zweerts

During the 2017 season, there were 218 shifts and 46 names on the roster. Of those names, only 24 people actually worked, leaving 22 who were inactive. Nine people covered 138 shifts, and 15 others covered the remaining 80 shifts. We need more people willing to perform the station master duties. Only three people covered most of the depot shifts. Help us out and have fun while doing so: sign up to volunteer!

Museum at Brooks 2017 Operations Summary

Kenneth Peters

The season for the Oregon Electric Railway Museum began with recertification on Saturday, May 13th. The following weekend saw the start of revenue operations. These continued thru Labor Day. All told there were 38 days of operations with 19 members working 152 slots. There were six people who worked ten or more slots. These were John Ballentine, Bill Binns, Nick Christiansen, Steve Mills, Richard Neva and myself. Among the motormen Steve Mills gets top spot for doing 23 days of operations. This does not include his other volunteer duties at the museum. There was just enough membership involvement to avoid canceling any days of operation.

The three key events of the season were Steam Up, the eclipse and the truck show. As always Steam up was the biggest event. The eclipse event featured the first night operations at Brooks that I am aware of. For the four day event we made some 42 trips and carried some 800 passengers.

The highlight of the year was the operation of car 48, which is our double deck trolley from Blackpool England. 48 with its second floor view of Power Land certainly was a hit. Its ample seating accommodations certainly helped the bottom line when it came to revenue.

Looking forward to 2018, my top three wishes are the sharing of operations between 1187 (the Sydney car) and car 48, a return of operations to the Dezetell building and a greater number of member involvement.

Returning Brussels Depannage Car 34 to Operation

Greg Bonn



Brussels Car #34 outside the car bar at the museum.

I have been working on Brussels car 34, the Depannage/repair car for most of the month of August and into September. My intent is to have the car running for the annual meeting for the members to operate and enjoy. Shortly after the car arrived, I had the chance to inspect the motors, controllers and compressor and moved the car under its own power. Because the overhead is not setup for pantographs, I was only able to run a car length in either direction. I then decided the pan would have to be removed and replaced with a pole and spring base. I wanted to replicate the original design. The only car in the collection that had the original pole base mount is car 1247. There is enough remnants of the original support beams and brackets that I was able to acquire fairly accurate measurements. Car 34 is double end with a center pole

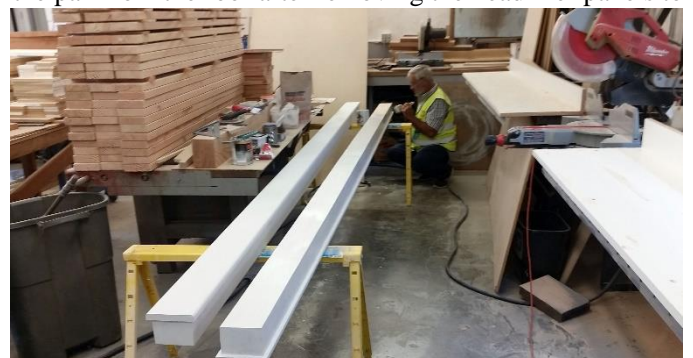
mount while 1247 is a single end car with the pole base set several feet beyond center. I was able to produce notes and drawings to fabricate the beams for a center pole location. The beams are hollow except for fillers in the ends and centers where attachments are made. They are also tapered 1 ½ inches from the center 22 inches, where the spring base mounts are attached, to the ends where the beams are attached to the roof brackets.

During the first weekend of Steamup, member Ken Creasey, from BC., helped select the lumber and cut and mill it to sizes to fabricate the beams. The following weekend, the pieces were assembled, filled, sanded and painted. A call to Claude Sabot revealed that there were no support brackets or mounting hardware included in the trailer full of spare parts. Fabricating new brackets was discussed as I was unable to locate the sizes and shape of material used on the original parts. After our discussion, I ordered the materials for the brackets and hardware.

The following weekend, Frank Scheer and I removed the pan from the roof after removing the headliner panels to



Car 34 removing the pan with Frank Scheer.



The beams for a center pole location



Car 34

expose the mounting hardware. After the pan was removed, the associated hardware including two large structural assemblies attached to the roof supports were removed. Guide pulleys for the retriever rope, lightning arrester and other items were removed from the roof a couple weeks later.



Roof support brackets

Pete Manuel was available to help form the roof support brackets. This involved making four bends in ¼ inch thick metal bars, 2 ½ inches wide to form the bracket to fit the side slope of the roof and provide a level surface for the beams. Additional brackets were formed, primed and painted during the eclipse weekend.

In the days prior to and during the Truck Show weekend found me removing the last of the ceiling brackets for the pan, removing and cleaning the roof, patching holes and coating bare spots. Also priming and painting the last of the wooden base supports and hardware.

In the following days and weekend, I coated the roof that would be inaccessible when the beams and pole base are installed. When dry, I installed the beams and hardware to support the base. I located a spring base, disassembled, cleaned and painted before installing on the car. I selected a fourteen foot pole to install, cleaned and painted and installed a reconditioned rigid shoe from one of the boxes of Brussels parts.

On Saturday, September 9th, the car made its initial test run at the museum. The car was pretty jumpy getting it through the yard track but ran very smooth on the mainline. The car is equipped with roller bearings which is quite noticeable when coasting. There seems to be a short in the grid resistors as there is no difference in speed between the first notch and full series. A full inspection will be made



when the inspection pit becomes available.

I initially chose car 34 because it has the best roof of the double end Brussels cars and was still wired for the center pole with a selector switch on the A end next to the controller. It seemed to be the easiest to return to operation. When completed, I should be well practiced to produce parts for the next Brussels car to return to service.

Additional work will include reinstalling the headliner and light fixtures and removing the interior covers from the lower windows and removing the white paint from the glass.

All photos by Greg Bonn.

DONATION REQUEST (Tax deductible receipt will be mailed to you)

	<u>Items</u>	<u>Description</u>	<u>Amount</u>
Endowment Fund	Endowment Fund	<i>Helps create an endowment fund to support operations, staff (future) and general projects</i>	\$ _____
General Fund	Unrestricted Funds	<i>Allows Board to allocate funds as needed (Utilities, phone, internet, insurance, etc.)</i>	\$ _____
Capital & Restoration Projects	Brussels Trams	<i>The museum can have all nine Brussels trams for only \$45,000!</i>	\$ _____
	OE Rwy Loco #21	<i>Return Or. Elec. Rwy. Loco 21 to operation</i>	\$ _____
	Milan Car #96	<i>Help pay off the transport to the museum</i>	\$ _____
	Carbarn #2	<i>Build the 2nd carbarn (will also be the temporary restoration shop)</i>	\$ _____
	Interpretive Center (Hopmere Station)	<i>Finish the archives, displays, caretaker's quarters and exterior landscaping (sidewalks, platforms, etc.)</i>	\$ _____
	Mainline Loop	<i>The mainline is incomplete so is currently a point-to-point. This limits the cars we can run and how we operate. Adding less than 2000 more feet will complete the loop. (~\$45k)</i>	\$ _____
	Generator & Cart	<i>Get 2nd gen/cart for two car ops. at WST</i>	\$ _____
	Car Restoration	<i>All our cars need love and care. Many are in dire need of restoration. Current projects underway are: 813 (Broadway car), 1159 (PCC), 1455 (snowsweeper) & locos 254 & 401</i>	\$ _____ Car: _____
	Buy A Tie	<i>\$55 buys us a new fir tie to replace worn out ones (we need about 2000 of them so every single one is a great help)</i>	\$ _____
	Buy Concrete	<i>~\$100/yd³ for track, curbs, platforms, etc.</i>	\$ _____
Specific Items: (Donate items or \$ towards purchase)	Queen Size Bedding	<i>Queen size sheets & pillow cases</i>	\$ _____
	Flat Files	<i>Flat file cabinets for maps, blueprints, oversize drawings, etc.</i>	\$ _____
	Flooring	<i>Flooring for Interpretive room, gift shop and caretaker's quarters</i>	\$ _____
	Washer/Dryer	<i>Stackable washer & dryer for the Interp. Ctr.</i>	\$ _____
	Uniform Parts	<i>Hats, pants, vests & jackets for volunteers</i>	\$ _____
Name Your Project		<i>Do you have an idea you would like to see done? Tell us about it!</i>	\$ _____
TOTAL			\$ _____

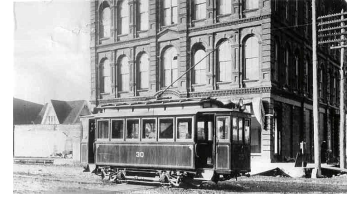
To: OERHS, 3995 Brooklake Rd, Brooks, Oregon 97303

Name _____ Date _____ Cash \$ _____ Check \$ _____
 Credit Card: \$ _____ Visa MasterCard American Express Discover
 Card # _____ Sec Code _____ Expires _____ Signature _____

THANK YOU!



Oregon Electric Railway Historical Society 2017 Annual Meeting & Banquet



DATE: Saturday November 11th from 11:00am-3:00pm
Location: Hopmere Station @ Antique Powerland
 3995 Brooklake Road, Brooks, Oregon 97303

Lost Oregon Streetcars

The OERHS Annual Meeting & Banquet will be inside Hopmere Station, at the Museum in Antique Powerland (Brooks, OR) . The date is Saturday Nov. 11th from 11:00am until about 3:00pm.

During our BBQ Lunch, we will see a video showing the many accomplishments made by the OERHS in 2017!

After lunch we will hold our annual elections for 2018 officers and trustees. We are still seeking nominations for positions, please see other side for more details.

From there we will have short museum reports, Service awards will be handed out to the top volunteers for our organization, and Door Prizes will also be raffled off.

Before our main presentation we will have a bit of a surprise which will be fun and you won't want to miss.

This year's headline event is titled *Lost Oregon Streetcars*. It is being presented by member Richard Thompson. His book with the same title was published last year. Many people know about the history of the Portland Streetcars. This book dives into the lesser known systems around Oregon, like the battery powered streetcar to Cherry Grove, not far from Gaston. It should be a great show!

The cost of the banquet this year to \$16/person. This includes a great BBQ meal, use of our very own building (rental of tables & chairs, etc...) and a fun afternoon. Non-OERHS members are more than welcome.

Please RSVP by 11/5/2017 with your name & number of your party by:

- E-mail: mark@oerhs.org (Mark Kavanagh)
- By Mail: OERHS Banquet, 865 D Street NE. Salem, OR 97301
- Payments may be by mail, or at the door, or even easier, online via Paypal: <http://bit.ly/2dOE6it>

The Day's Agenda

11:00-12:00 pm	Social Hour
12:00-12:45 pm	Lunch w/video OERHS 2017 year in review
12:45-1:45 pm	Elections, short reports, service awards, Door Prizes
1:45-2:15 pm	A Surprise!
2:15-3:00pm	Main Presentation: <i>Lost Oregon Streetcars</i> by Richard Thompson

Come see the OE #21 on display, and Brussels #34 operate

Lunch Menu

- Pull pork sandwiches
 - shredded chicken will be an option
- Potato Salad, Vegetable & Rolls
- Assortment of ice cold beverages
- Wine will be available
- Cake and pie for dessert

IMPORTANT: Volunteer Hours

Please report any volunteer hours (including commute time) to the mark@oerhs.org so we can be sure to include you during the Service Awards presentation! We also use this information for grant applications

Please RSVP by November 5th

YES, I would like to attend the Annual Banquet on November 11th.



Please send your reservation to:

Mark Kavanagh
OERHS Banquet

865 D Street NE
 Salem, OR 97301
 503-399-7508

Website: oregonrolley.com

E-mail: mark@oerhs.org

PLEASE MAKE CHECKS PAYABLE
 TO: OERHS

2017 OERHS Volunteer Hours Reporting

I contributed _____ hrs to the OERHS in 2017

NAME: _____
 ADDRESS: _____
 CITY: _____ STATE: _____ ZIP: _____
 PHONE: _____ E-mail: _____

# of people Attending _____	X \$16	
Indicate Preference	<input type="checkbox"/> Pulled Pork	<input type="checkbox"/> CHICKEN
Membership Renewal	<input type="checkbox"/> Active (\$30)	<input type="checkbox"/> Family (\$40)
<input type="checkbox"/> Contributing (\$50)	<input type="checkbox"/> Sustain(\$100)	<input type="checkbox"/> Donation
TOTAL AMOUNT ENCLOSED:		_____

Oregon Electric Railway Historical Society

2017 Annual Elections

During the 2017 Annual Banquet, OERHS members will be voting for the 2018 Board of Trustees. For banquet reservations, please see the other side of this flyer.

As per the OERHS by-laws, there are 9 board members. Each seat has a 3 year term, with 3 seats being elected on each year. The offices of President, Vice-President, Treasurer and Secretary are one year terms. As per the bylaws, OERHS members, in good standing, are eligible to vote as long as they have contributed 12 volunteer hours in the past year, or were eligible to vote in the prior year.

Current expiring Board of Trustee positions

Mark Moore
John Nagy
Bob Terkelsen*

*is not seeking re-election

Current Officers

President: Charlie Philpot
Vice President: Eugene Fabryka
Treasurer: Suzi Jones
Secretary: Mark Kavanagh

Directions to the Annual Meeting & Banquet

The Annual Meeting will be held at our very own Oregon Electric Railway Museum Interpretive Center, located on the ground of Antique Powerland.

Directions: Take I-5 south to Exit 263. From Portland, turn right onto Brooklake Road (West). From Salem turn left on Brooklake Road. The entrance will be on your right after May trucking. Pull up thru the gates, cross over the trolley tracks, Hopmere station will be on the right.

Remember the date: *Saturday Nov. 11th.*

- Social Hour 11:00am -12:00 pm
- BBQ Lunch starts at 12:00pm!
- We should conclude by 3:00pm.



**Oregon Electric Railway
Historical Society**
3995 Brooklake Road
Brooks, OR 97303