



Reminder to members: Please be sure your dues are up to date. They are due on Jan 1. If you have not renewed you can pay online, or download a membership form, at <http://oregonrolley.com/join>

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Car Lines to the Columbia

By Richard Thompson



Vancouver Line car 402 is northbound at the passing track on the trestle over Columbia Slough during the late 1930s. The “Front Entrance” designation on the VC dash sign is evidence of Portland Traction Company having converted to one-man operation. The Vancouver Line was single-track north of NE Bryant Street but there were three passing tracks. (Colorization by the author)

T Note: This article is based on the author’s upcoming book “Carlines to the Columbia” (Fonthill Media 2025)
The area now encompassing Northeast Portland was originally a wilderness of Douglas Fir and Red Cedar trees bounded to the north by the Columbia River, to the west by the Portland Peninsula, and to the south by Sullivan’s Gulch. There were few Euro-American settlers here prior to Congress passing the Donation Land Claim act in

1850. Although the Stark Street Ferry provided a connection across the Willamette River in 1855, most early residents chose to live on the two-mile-long strip of land hugging the west bank of the river that had been incorporated as Portland in 1851.

Things began to change with the opening of the first bridge across the Willamette River in 1887. Significantly, when the
Continued on page 3

Oregon Electric Railway Historical Society

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Membership is based on a calendar year. All memberships expire on Dec. 31st, with renewal due by January 1st. The OERHS is a non-profit 501-C-3 corporation, so dues are tax deductible.

| Categories | | | |
|--------------|-------|------------|---------|
| Active | \$ 30 | Sustaining | \$ 250 |
| Family | \$ 60 | Life | \$ 500 |
| Contributing | \$ 75 | 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 fulfill 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, 11/14/20

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 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 either transfer@oerhs.org or trolley503@frontier.com

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You can be a Motorman, Conductor, Tour Guide, help restore trolleys or participate in more great activities. Want to learn to operate a 100-year-old trolley or an electric locomotive? If you are interested in training to be a motorman, conductor, or station agent at the museum contact Mark Kavanagh at (480) 334-2352. If you wish to volunteer for the Willamette Shore Trolley, call David Harold or Jan Zweerts at (503) 697-7436. No experience is necessary just a passion for trolleys! We can train you in any volunteer position that meets your interest.

How we deliver *The Transfer* and *The Monthly Pass*

Our quarterly newsletter *The Transfer* is published electronically in full high-resolution color. Members can view and download current and previous issues at the OERHS website: oregontrolley.com/transfer. You will also find an archive here of previous issues going back to the 1970s. It is easy to print copies on your personal color or black & white printer. By default, members receive email notification as soon as an issue is available. We believe you will appreciate the higher quality pictures that this process will provide to all the interesting photos that accompany our articles.

For those who prefer a printed copy of *The Transfer* a black and white version will be mailed to your home address by request. Please send this preference to Secretary Mark Kavanagh, Oregon Electric Railway Historical Society, 3995 Brooklake Rd. NE, Brooks, OR 97303 or send him an email at mark@oerhs.org.

When needed, the OERHS also updates members on events at the Oregon Electric Museum and the Willamette Shore Trolley in a short email newsletter called *The Monthly Pass*. We must have your correct email address for distribution of both newsletters. We respect your privacy and will only use your email address to send a single notification when the latest issue of *The Transfer* is ready. We do not send promotional material or advertising.

To the Columbia

continued from p. 1

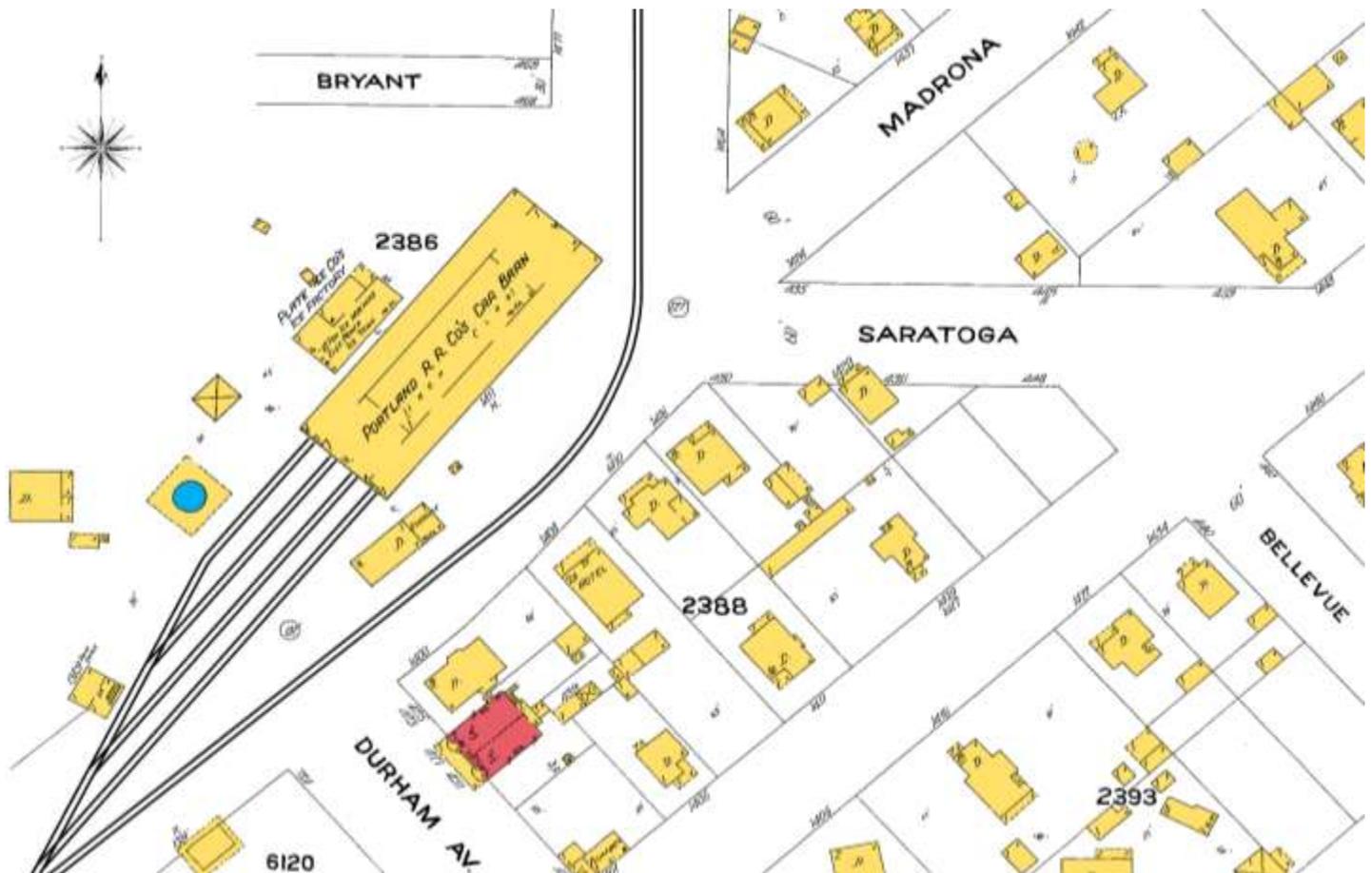
Morrison Bridge was completed it accomodated streetcars as well as pedestrians, horses, and wagons. Horse-drawn streetcars began crossing between Portland, East Portland, and Albina in March 1888.

The first mechanically-powered streetcar line on the east side of the river was opened by the Portland & Vancouver Railway Company, which began laying rail for a steam-powered “motor line” on July 24, 1888. Tracks soon extended northward toward the Columbia River.

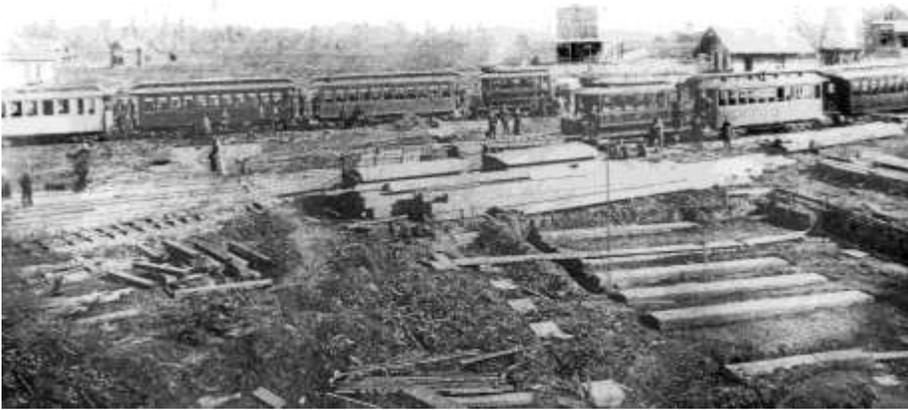
A group of Portland businessmen headed by Frank Dekum incorporated the P&V on April 27, 1888, to build a railway linking the Stark Street and



Portland & Vancouver Railway motor No. 2 and two coaches are at the southern end of the line on SE Water Street next to the Stark Street Ferry landing in 1892. The festive occasion may have been the merger with the Portland Consolidated Street Railway on May 26.



This Woodlawn Car barn track plan is based on Sanborn’s 1908 fire insurance map. The Portland & Vancouver Railway line can be seen cutting diagonally through town on Madrona Street. Ladder tracks cross in front of the water tower (blue circle) and into the barn. Behind the car barn is an ice company. Across the street is a hotel. The depot is in the triangle block next to the brick building indicated in red.



This busy scene looks across the Portland & Vancouver Railway yard in Woodlawn. Two trains are in view, including a steam motor and two coaches on yard tracks and another engine and three coaches on the mainline. The view dates from June 1, 1890, two years before electrification, and construction is underway in an area that would become NE Madrona Street near Dekum.

Vancouver ferry terminals. Along the way it would cross through Woodlawn, an area being developed

by the Oregon Land & Investment Company, which owned the railway.

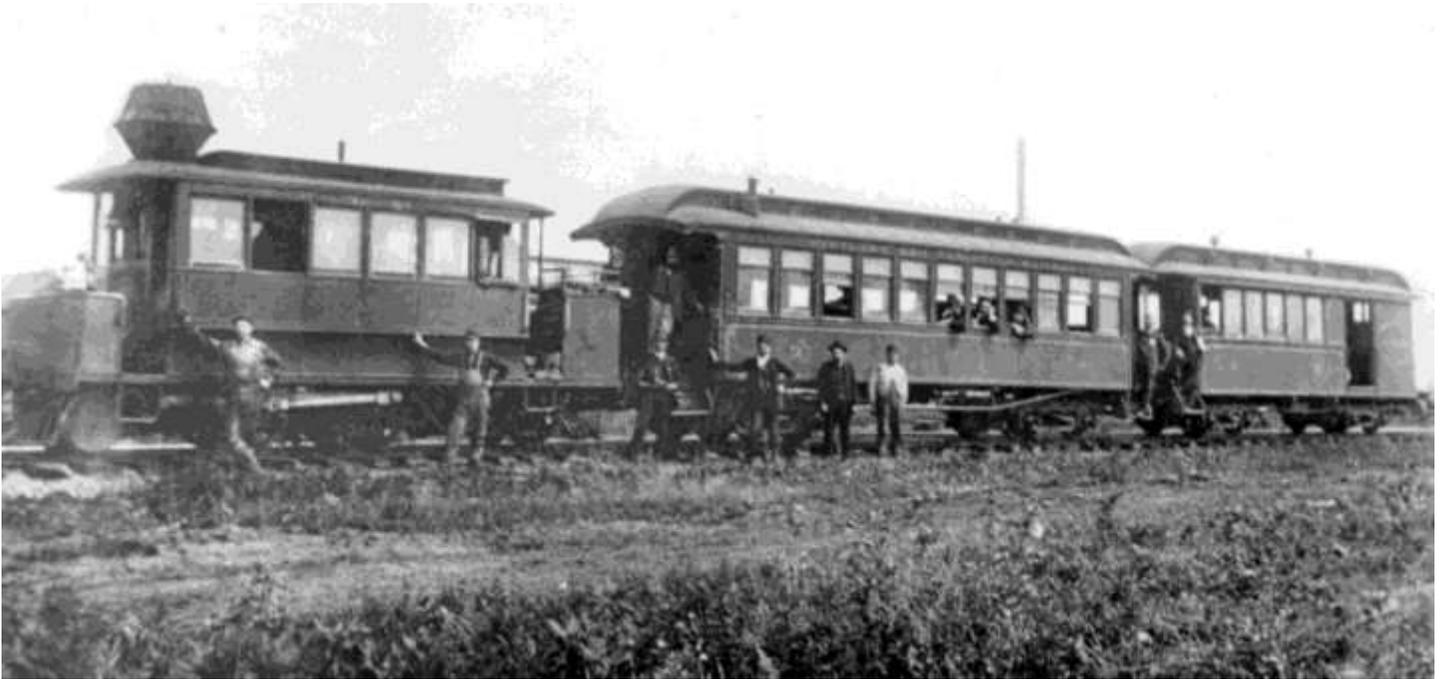
Woodlawn, although not incorporated, soon resembled a small

town with drug stores, groceries, meat markets, and restaurants, clustered around a little park containing a streetcar waiting room. Across the street from the ornate depot stood the Woodlawn Car barn and yard that had originally served the little steam dummy trains. Residential tracts and churches spread out from the town center and a public school was built on nearby Union Avenue.

The Portland & Vancouver Railway began as a three-foot-gauge steam railway. A typical train consisted of passenger coaches pulled by a small locomotive known as a “dummy” because the engine was hidden inside a car body resembling a streetcar. The little engines circumvented an East Portland ordinance prohibiting steam locomotives on city streets. Even so, the inaugural trip on September 16, 1888, had to be made aboard two flatcars hauled by a construction locomotive. The first locomotive and passenger car, products of San



Excessive speed caused by a broken throttle resulted in this derailment on the curve at Union Avenue (now MLK Boulevard) and NE Couch Street. Escaping steam scalded engineer John Hans, who died two days later. The wreck occurred on April 4, 1893, three weeks before the Vancouver Line was electrified.



This photograph was taken on June 24, 1893, the last day for steam motor operation on the Portland & Vancouver Railway. The location was Highland Station, which was located near what is now NE MLK Boulevard and Going Street. Dummy engine No. 2 is pulling a passenger coach and a combination passenger and freight car.

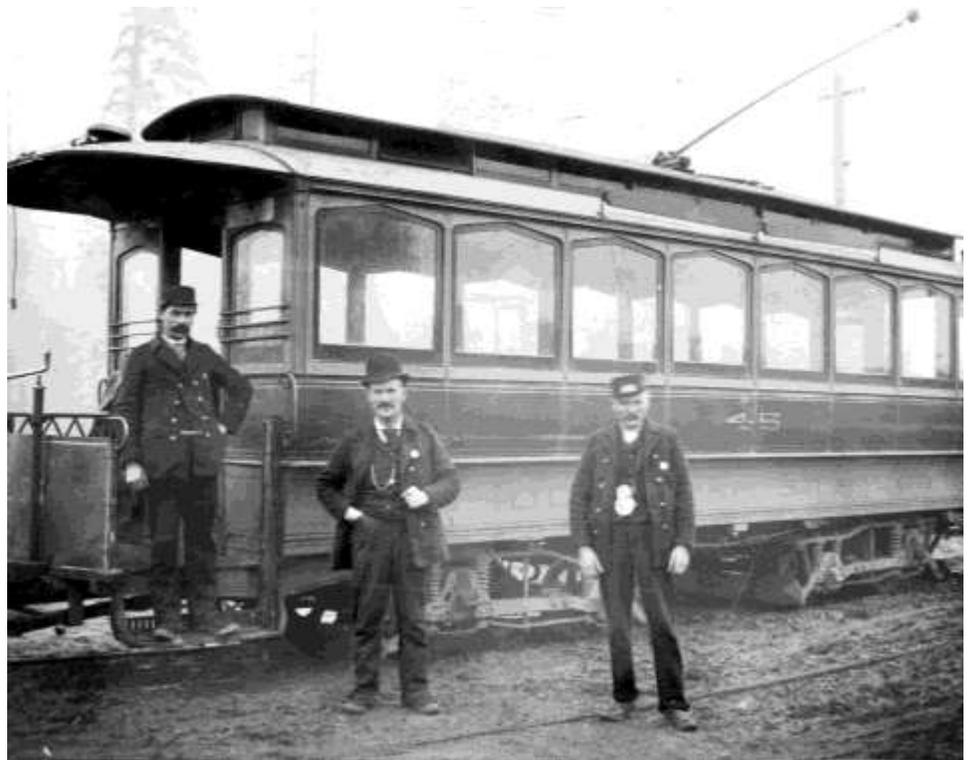
Francisco’s Phoenix Iron Works and John Hammond & Company, had proved incompatible with the railway’s tight curves and trestlework. In early 1889 they were augmented with two Baldwin steam motors and matching Pullman Palace Car Company coaches. Additional rolling stock included the former Oregonian Railway parlor car “Lady Maude” and a boxcar nicknamed the “beer car” since it was often used to haul product from Henry Weinhard’s Vancouver Brewery.

Steam motors proved a temporary expedient for the P&V. On April 23, 1892, three weeks after a fatal steam motor accident, new owner Portland Consolidated Street Railway Company began to convert the Vancouver Line to electric operation and regauge it to 42 inches. In 1906 it became part of the Portland Railway, Light & Power Company, who commenced operating over three miles of new trestlework and private right-of-way to Hayden Island.

The Vancouver Line was very successful over the years, particularly after the Interstate Bridge replaced the

Vancouver Ferry in 1917. At that time the ferry operation, which was

operated by the railway company, ceased operation and veteran ferries



The first electric streetcars used on the Vancouver Line looked like this. They were ordered in January 1892 for the Multnomah Street Railway Company in Portland. But, after inheriting the Portland & Vancouver Railway Company, the first Portland Railway Company reassigned these double-truck Brills to the Woodlawn Car barn where they became the “Vancouver Forties.”



Several interesting details can be seen in this circa 1905 view of the Woodlawn Car barn. Three carmen are gathered around single truck open car 84. One leans against the railing in front of the depot, one is watching from Madrona Street and a third sits on the roof! In the background are the sand house, water tower, and the four-bay wooden car barn. (Courtesy Don Nelson)



This portrait of 61 “streetcar boys” appears to show the entire cadre of carmen assigned to the Portland Railway Company’s Woodlawn Division. Details are mostly hidden in the 1902 image, but it is clear that the trolleys represent early rolling stock, including an 85-class open car and at least one of the first series Fuller “Standards.” Note the lack of rollsigns. (Courtesy Portland Archives)

6000 4-06

Portland Railway Company

TIME CARD

Portland and Vancouver Line.

In Effect Sept. 1906.

Cars Leave Portland, Second and Washington Streets.

A. M.—6:20*, 7:00, 7:40, 8:20, 9:00, 9:40, 10:20, 11:00, 11:40.

P. M.—12:20, 1:00, 1:40, 2:20, 3:00, 3:40, 4:20, 5:00, 5:40, 6:20, 7:00, 7:40, 8:00, 10:30**, 11:40**.

On Third Monday in Every Month the Last Car Leaves at 7:30 P. M.

Cars for Vancouver make no stops on Union Avenue between Burnside Street and Portland Boulevard to let off passengers, but make stops to pick up passengers at Holladay Avenue, Broadway, Russell and Alberta streets, Killingsworth Avenue and Portland Boulevard.

FERRY LEAVES VANCOUVER TO CONNECT WITH CARS FOR PORTLAND

A. M.—8:00*, 8:40*, 9:20, 10:00, 10:40, 11:20, 12:00 M.

P. M.—12:40, 1:20, 2:00, 2:40, 3:20, 4:00, 4:40, 5:20, 6:00, 6:40, 7:20, 8:00, 8:30, 11:00** and 12:00** (12:00 midnight connecting with car to Woodlawn only).

On Third Monday in Every Month the Last Ferry Leaves at 7:20 P. M.

Cars from Vancouver make no stops on Union Avenue between Portland Boulevard and Burnside Street, except in let off passengers.

* Daily except Sundays.
** Daily except Mondays.

On week days the Ferry will make a trip, leaving Vancouver at 7:00 a. m., but will not connect with car for Portland.

SEE OTHER SIDE

like the 1909-built “City of Vancouver.”

In 1900 Portland & Vancouver Railway Company successor Portland Railway Company (the first of two companies with that name) created the Woodlawn Line, which shared tracks with the Vancouver Line as far as Dekum Street.

Woodlawn Line cars crossed into Portland over the old Burnside Bridge, as had P&V streetcars after the Vancouver Line was electrified in 1892. The other end of the Woodlawn run travelled over private right-of-way to a terminus at NE 8th and Dekum streets. After 1911 tracks were extended eastward along Dekum, reaching a final terminus at NE 24th Street.

By 1911 the Woodlawn Commercial Club was boasting that their community was served by three trolley lines. Every ten minutes trolleys working the Vancouver, Woodlawn, or Union Avenue lines travelled along Union Avenue (now MLK Boulevard). The Union Avenue



In 1891 the Portland & Vancouver Railway commissioned construction of the side wheel steam ferry “Vancouver.” Although small, she was a step up from the rudimentary ferries that had operated across the Columbia River since the 1850s. This view of the little steam ferry at the landing on B Street (present day Washington Street) in Vancouver, WA is from a contemporary postcard. (Courtesy Mark Moore)



A two-car Vancouver Line train made up of combine 191 and Fuller trailer 351 races across the Columbia Slough bridge in 1909. Three years previously Portland Railway, Light & Power Company had rebuilt trestles in order to extend the tracks to utilize the ferry terminal on Hayden Island instead of Switzer’s Landing. Note the boat rental business below the bridge. (Colorized by the author)



Motorman Ralph Ryan and conductor Carl Behm are posing with cars 192 and 351 on the loop track at Hayden Island Station, which included the lunchroom seen in the background. This was the northern terminus of the Vancouver Line. The Vancouver Ferry landing was located down the hill to the left of the station. (Courtesy Mark Moore)

Line was a tripper service handling local commuters on the Alberta Line during rush hours.

Many passengers riding the Vancouver Line got off at entertainment venues on the Oregon

side of the river. During the 1910s it was Columbia Beach and in the 1920s and 1930s the Lotus Isle and Jantzen Beach amusement parks.

Rolling stock on the Vancouver Line ranged from locally built narrow-

gauge combination cars nicknamed “Vancouver,” to the first large-vestibuled “pay-as-you-enter” cars.

Streetcars assigned to the Woodlawn Line originally consisted of low-numbered trolleys like the Vancouver 40s, 80 series opens, and the first Fullers. When the Portland Railway Light & Power Company took over in 1906 400 class cars began to appear. After 1910 these were augmented with larger PAYEs.

As automobile ownership rose after World War II the amusement parks were unable to attract ridership sufficient to keep the “Carlines to the Columbia” in operation.

The Woodlawn Line was discontinued on February 20, 1937. Portland Traction Company ceased operation on the Vancouver Line on September 8, 1940.

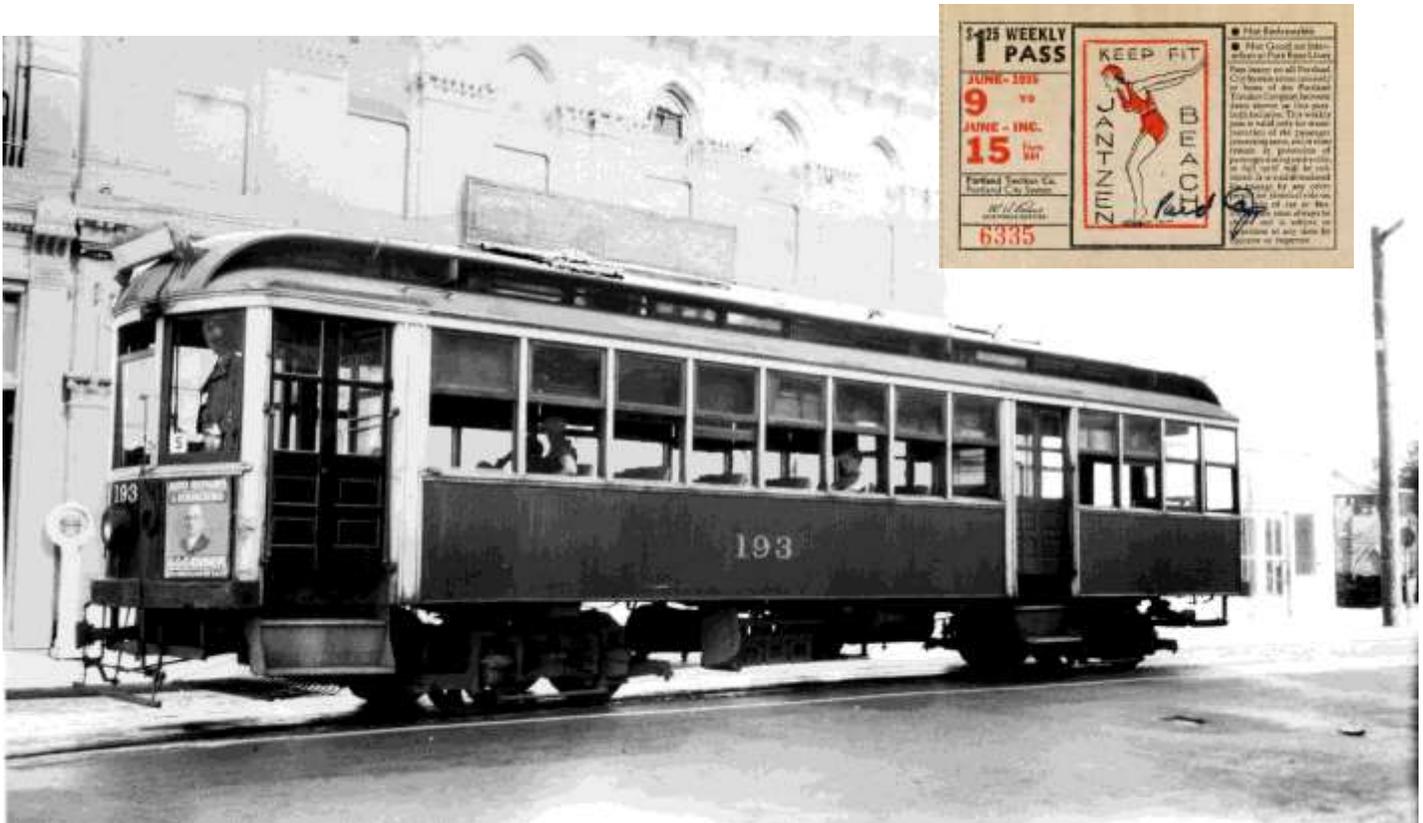
In 1948 the last streetcar lines serving Northeast Portland were discontinued. After trolleys vanished from the Alberta and Broadway lines the sound of steel wheels on rail would be gone until TriMet introduced MAX light rail in 1986. 🚃



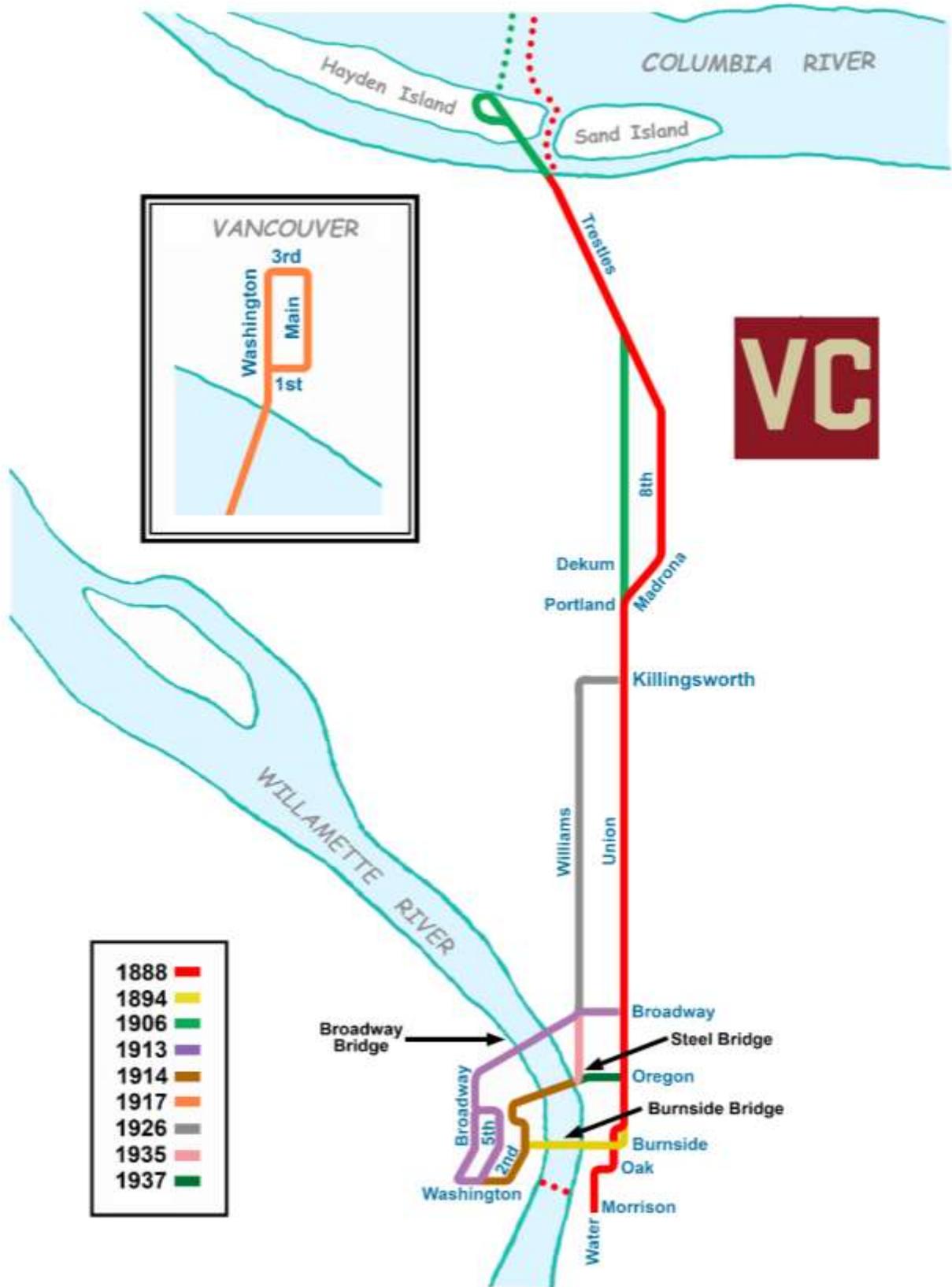
A single passenger waits as Vancouver car 482 makes ready to depart Jantzen Beach Station. During the Great Depression fewer people could afford to visit amusement parks. The dash advertisement is for Wolfard Ford & Mercury Service, which was located on Grand Avenue in Portland. (Courtesy Mark Moore)



By the 1930s two-car trains had disappeared from the Vancouver Line. Now the “Vancouver” were operating singly, supplemented by traditional city trolleys like No. 273, seen here on the Interstate Bridge. Car 273 began life as a “Council Crest Open” but was enclosed in 1918. The 260-273 series were seldom seen in Northeast Portland until after the Savier Car barn in Northwest Portland was closed in 1936.



No. 193, seen on a bright 1930s day at Third and Main streets in Vancouver, was once a combine, but early on the freight compartment was converted for use as a smoker. Although the 191-194 series had controls at both ends they always ran as single enders with the former freight compartment at the rear. The dash advertising sign is for G. G. Gerber Auto Repairs and Rebuilding on NW Glisan Street in Portland.



Willamette Shore Trolley Sets Records

Richard Thompson

The Willamette Shore Trolley set records last month and promises to set more in December. On October 2, 2024, a charter group became the first paying passengers to ride over the recently repaired trestles north of S. Riverwood Road since operation was halted by ODOT in 2019, three years before the Covid pandemic. The repair of three trestles and a crossing took nearly five years and cost an estimated \$7 million.

Heritage streetcars have been operating over the line between Lake Oswego and South Portland since the summer of 1990, when Paul Class (Gales Creek Enterprises) brought car 300 here. That trolley, which was former San Antonio, Texas No. 300



On October 25, 2024, Vintage Trolley 513 carried the first regular service passengers to Bancroft Station in five years. (Stephen Dudley photograph)

(as rebuilt with the body from 311), now operates in Astoria.

Another record fell over the weekend of October 26 and 27, when No. 513 became the first car in regular

revenue service to run all the way to Bancroft Station since the 2019 closure. This will be the line's new northern terminus. 🚃



The tow-along generator peeks from behind No. 513 as it lays over at Bancroft Station in South Portland. Mark O'Conner was at the controller on this first public run in five years. Riverplace has grown substantially in the interim. (T. Trent Stetz photograph)



On July 6, 1990, Gales Creek Enterprises inaugurated regular seasonal service for the Willamette Shore Trolley using former San Antonio car 300. The original northern terminus and ticket office was beneath the Marquam Bridge next to S Moody Avenue. This new operation replaced trial heritage trolley service begun by the OERHS on September 12, 1987, using Blackpool car 48. (Andrew W. Young photograph).



A flagger makes ready to jump off No. 300 at a crossing on July 8, 1990, during the car's first weekend on the Willamette Shore Line. Motorman was Al Nelson. Car 300 was built by the American Car Company in 1913 for the San Antonio Public Service Company and rebuilt by the San Antonio Museum Assn. in 1981 using the body of No. 311. Paul Class purchased it in 1984 and brought it to Glenwood. (Richard Thompson video)



Vintage Trolley battery car 514 pauses at a crossing during testing on the Willamette Shore Trolley line on October 25, 2024. (Stephen Dudley photograph)



Vintage Trolley No. 514 crossing the short trestle on the Willamette Shore Trolley line. (Stephen Dudley photo)

For a time the Willamette Shore Trolley also had a station next to the former health club on what is now S. Montgomery Street and Harbor Way in RiverPlace. 🚃

Testing has now been completed on No. 514. The challenging conversion to battery power began in 2018, and has created a smoother-

riding, quieter “EV” (electric vehicle). The result will appeal to those taking photographs, since 514 will no longer need to tow a generator car. 🚃

Battery Car 514 Will Make a “Soft Opening”

David Harold/David Rowe

December will mark another historic occasion for the Willamette Shore Trolley when much-heralded Vintage Trolley car 514 is finally expected to make an appearance during the 2024 Christmas Ships trolley excursions taking place on December 10, 13, 17, 19 and 21.

This will be something of a “soft opening” for the car since it will be after the regular operating season and its inclusion in the event is not being officially announced. Scheduling both Vintage Trolleys will boost ridership for the popular Christmas runs, which quickly sell out.



Vintage Trolley 514 is headed back to Lake Oswego with the towers and condominiums of the South Waterfront and the Willamette River in the background. (Stephen Dudley photograph)



Another beautiful fall view along the Willamette River during test runs for No. 514. Several weeks of operator training and “burn in” of new components, including battery, motors, display panels, inverter, software, and associated electrical systems, were needed before the Vintage Trolley was certified for regular operation. (Stephen Dudley photograph)



Battery-powered Vintage Trolley car 514 basks in the autumn sunshine in front of the Willamette Shore Trolley car barn in Lake Oswego during its final test runs on October 25, 2024. (Stephen Dudley photograph)

Notes from the Carbarn

Pete Manuele

Reports are different this quarter as regular work paused in preparation for the annual Powerland Halloween event. Our trolleys, sweeper and caboose were transformed into something entirely different from what they were designed for, but the end result was a fantastic display for our Halloween guests to enjoy. Our stalwart, Blackpool trolley No. 48, did the honors of transporting guests for their trolley ride adventure.

Here is an update on regular maintenance and restoration of the collection.

No. 48 Blackpool double decker

– Running lights and headlights are now functioning again thanks to member Kevin Reilly’s procurement of fuses to replace missing 3-amp fuses. Since original fuses for the car are no longer available, Kevin substituted 3-amp solar panel fuses that proved compatible after Rick Lucia and I modified the contacts to



Brussels trailer No. 2190 displays its faded glory in front of the carbarn at Powerland. Restoration of the A side has been completed, and work on side B is now underway. A new commercial cover has been purchased to protect the car from the weather. (Pete Manuele)

accept new fuses that were a little narrower and longer than the originals. Rick also traced the electrical system and got the interior lights to work again.

The roof was scraped, power washed and repainted prior to the opening weekend of Powerland

Halloween. Thanks to John Nagy, Joyce Nagy and Rick for helping to get this done.

Rick and I are continuing to work on getting wood parts repaired or replaced, and getting the skirting finished so that all of it can be reinstalled on the car.

No. 1187 Sydney open car – this car operated during Steam Up and it functioned very well. It will receive routine maintenance during the winter, and hopefully we will get the roof repainted prior to 2025 season, as well as getting the roof trim reinstalled.

No. 201 (210) Oporto car – we are assessing the car for backup operation in 2025. A new roof will be needed, as well as ongoing maintenance and restoration of wooden exterior components.

No. 401 Montana Freight Motor – Window and door repair will be undertaken during the winter.

No. 2190 Brussels trailer car – John Nagy obtained a commercial cover to be used to wrap this car to protect it from the elements. It is undergoing evaluation to see what it will take to get it restored to its original appearance.



Joyce Nagy has primed the sides and window frames on sweeper 1455 and Greg Bonn, Rick Lucia and Pete Manuele are working on rebuilding the car’s B end. (Pete Manuele photograph)



Our metal lathe is capable of machining large pieces of steel and other metals. Greg Bonn has been restoring it and it now awaits professional alignment. (Pete Manuele photograph)

No. 1455 Snow Sweeper – Greg Bonn, Rick and I are working on getting the B end rebuilt. Thanks to priming and painting done by Joyce Nagy the window frames will soon be ready for glazing.

I am working on rebuilding an original entry door that we were able to save. However, a new door will have to be built for the other entry as the original second door couldn't be located. The side (large access) door is undergoing some repair work prior to painting.

No. 713 SP & S caboose - Greg, Rick and I are working on a plan to reattach the cupola and re-side it. The cupola had to be removed in order to haul the caboose from Glenwood to Brooks. Evaluation for restoration is ongoing. 🚂

the goals for our shop. We want to be able to repair, restore and fabricate parts and pieces for our antique trolleys, trolley busses, freight equipment, and even our miscellaneous maintenance equipment using this "antiquated" equipment.

Our industrial bandsaw is now operational. We need to fabricate one

more part to aid with the alignment of the saw blade. That will be completed as soon as our metal lathe is operational. Greg Bonn will be fabricating the needed piece.

Speaking of our metal lathe, it is an industrial metal-turning machine that is capable of machining large pieces of steel (or other metals). Greg has been working on getting the lathe restored to operating condition. It now awaits the services of a mechanic to get everything aligned and serviced. We hope it will be operational soon.

We have other large pieces of equipment that eventually will be placed into the shop for restoration.

Our tool room continues to undergo transformation in an effort to make its use more efficient.

Lastly, Gene Fabryka and others have worked to get our "Gresham" shelter footings in so that beams can be erected once they have been painted. The footings have been poured and are now curing. This is a large project, and we can use all the help we can get, so if you can contribute some time to this project, it will be greatly appreciated. 🚂



Gene Fabryka has headed the effort to get the concrete footings poured so that beams can be erected for the "Gresham" shop shelter. (Pete Manuele photograph)

Notes from the Shop

Pete Manuele

The workshop has continued to evolve. Our antique equipment continues their restoration journeys, which is one of

A Powerland Halloween

Mark Kavanagh

The fourth annual Powerland Halloween was successful and raised money for our museum. In case you missed it, it was a multi-part experience.

Upon arrival, guests were directed to Hopmere Depot to validate online tickets or purchase on-site tickets. At the depot, there was a Día de los Muertos display complete with photos of those who had gone before. The Disney movie “Coco” was also playing.

Next, guests were invited to board the *Pirate Trolley* to start their adventure as part of the pirate crew. The adventure took the crew on a trolley ride to Gnome Village to



Manned by a “skeleton” crew, interurban car 1067 fires a cannon in defense of the Pirate Port. Thanks are due Gene Fabryka for manufacturing the cannons. (T. Trent Stetz photograph)

acquire the Everlight Crystal, as Neverland had disappeared with the crystal missing. They then returned to the secret Pirate Port (the carbarn) to

start their journey to find Neverland. The surprise at the end was finding out that one just needed to believe in Peter Pan and Neverland to have Peter Pan



Pirate Trolley No. 48 sails past a skeleton struggling with his mount. Even horses risen from the grave can be balky. (T. Trent Stetz photograph)



Ken Peters hoists the Jolly Roger as Pirate Trolley 48 makes ready to depart. (T. Trent Stetz)



Mark Kavanagh is attired in full colonial regalia as he addresses guests in a car barn transformed into the Pirate Port. Trolleys in view include (left to right) San Francisco MUNI 1159, Hong Kong 12 and Porto 210. (T. Trent Stetz photograph).

return along with Neverland. After their adventure, guests boarded the People Mover, aka limo, to connect to the Steam Traction engine wagon ride and go on a skeleton hunt. On days without rain, guests could also ride on The Willow Creek Railroad.

The day's last stop was typically the kid's activity center at the truck museum, which had games, pumpkin decorating, Pirate Shop, and more. The Steam Fiends had a food concession selling Kraken Mac & Cheese or Chili (the Kraken was a hot dog sliced to look like a Kraken).

Our guests had a great time, many staying on the ground for 3 hours or more. We had cut the number of days for the event from 8 to 6 this year because our volunteer numbers were low; however, this year we sold more tickets in three weekends than we had for the prior three years with four weekends.

There are so many people to thank for making this event a success. Joe & Mesheal Tracy, John & Joyce Nagy, Gene & Vicki Fabryka, Don & Tracy

Miller, Misty Miller, John & Betty Ballentine, Mark & Cynthia Kavanagh, Rick Lucia, Suzi Jones, David Harold, Bob Rose, Leslie Fabryka, Nick Christensen, Ken Peters, Evan Burroughs, Fred Weinert,

and more. We also thank The PNW Truck Museum, Willow Creek Railroad, The Western Steam Fiends, Heiser Farms, and Autumn Harvest Pumpkins. 🍷



Joyce Nagy is a swashbuckling lass as she helps customers in the Hopmere Station gift shop during Powerland Halloween. (T. Trent Stetz photograph)

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

Remember the OERHS in your Will or Trust. Even a small bequest can help the museum grow!

Did You Know?

Members 70.5 years and older can make tax free donations to the OERHS from their 401(k) that count towards the mandatory percentage 2.5% that they need to take out of their IRA anyway. Consider making a donation today!

Donation Opportunities

| Endowment Fund | <u>Items</u> | <u>Description</u> | <u>Amount</u> |
|---|----------------------|--|------------------------|
| | Endowment Fund | <i>Helps create an endowment fund to support operations, staff (future) and general projects</i> | \$ _____ |
| Board Fund | Unrestricted Funds | <i>Allows Board to allocate funds as needed (Projects, events, car acquisition, etc.)</i> | \$ _____ |
| Capital Projects | Phase 1 Yard Project | <i>Build a permanent switch yard (~11k)</i> | \$ _____ |
| | Carbarn #2 | <i>Build the 2nd carbarn (will also be the temporary restoration shop) – (~\$450k)</i> | \$ _____ |
| | Mainline Loop | <i>Complete the loop for multiple car operation and operate single-ended cars. Adding ~ 2000 additional feet will complete the loop. (~\$45k)</i> | \$ _____ |
| | Interpretive Center | <i>Flooring, archives, displays, and exterior landscaping (sidewalks, platforms, etc.)</i> | \$ _____ |
| | 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 tie is a great help)</i> | \$ _____ |
| Restoration Projects | Buy Concrete | <i>~\$120/yd³ for track, curbs, platforms, etc.</i> | \$ _____ |
| | PRL&P #1067 | <i>Help refurbish the running gear we obtained the NWRM to restore this car</i> | \$ _____ |
| | Car Restoration | <i>All our cars need love & care and many are awaiting restoration. Donate to the car fund or specify a car. Some of the projects underway are: 813 (Broadway car), 1159 (PCC), 1455 (snowsweeper) & locos 254 & 401</i> | \$ _____ Car: _____ |
| Specific Items: <i>(Donate items or \$)</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!