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MAX 101 Comes Home

By Mark Kavanagh



TriMet No. 101 has arrived at her forever home at the Oregon Electric Museum. The historic articulated LRV that inaugurated service on the MAX Blue Line is spotted on the mainline at Hopmere Station in front of Blackpool No. 48 on July 22, 2025. (Mark Kavanagh photograph)

We are thrilled to announce the arrival of TriMet MAX Light Rail Vehicle (LRV) No. 101 at the Oregon Electric Railway Museum. It is a momentous homecoming for a true Portland transit icon.

Built by Bombardier in Barre, Vermont in 1983, No. 101 was the lead car on the inaugural MAX train that launched the Blue Line between Gresham and Portland City Center on September 5, 1986. After nearly four decades of service, it is the only Type 1 LRV being preserved. The remaining 25 cars

are slated for retirement and scrapping as TriMet transitions to the new Siemens Type 6 fleet.

A Storied Past

Before entering service, cars 101 and 103 were shipped to Pueblo, Colorado for testing at the USDOT Railroad Testing Facility. While No. 103 headed to Portland in 1984, No. 101 returned to Vermont for modifications and didn't arrive at Ruby Junction until February 28, 1986 — making it the third-to-last Type 1 delivered. *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.

MAX 101 Comes Home

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On opening day, No. 101 led a two-car train with No. 109, picking up dignitaries at Gresham City Hall and stopping for speeches before arriving at Pioneer Courthouse Square. From there, it began regular service back to Gresham.

In 2014, car 101 was selected for a mid-life overhaul and temporarily retired. The program faced delays and was eventually canceled, but No. 101 was returned to service in mid-2017.

The Preservation Journey

In 2023, TriMet approached the Oregon Electric Railway Historical Society (OERHS) about preserving a Type 1 car. We eagerly accepted—having planned for this moment since the fleet's debut in 1986. The original goal was to receive a car in summer



Your editor (far right in uniform) was a TriMet volunteer at Yamhill Station at SW 1st and Yamhill on opening day Sept. 5, 1986 as decorated LRV No. 101 rolled up. Volunteers wore "Ask Me!" aprons and were on hand to answer questions from the public about the new line.



Car 101 being loaded onto the trailer in the main yard at TriMet's Ruby Junction maintenance and operations facility, in Gresham, on July 16. It is being pulled by a cable attached to a winch at the other end of the trailer. Car 214 had moved No. 101 into position just short of the trailer. Cars 534 and 124 are parked at right. No. 101 was moved to the museum the next day (Steve Morgan photograph).



TriMet MAX No. 101 is coming through the gate at Powerland Heritage Park at 7 a.m. on July 17, 2025. (Mark Kavanagh photograph)

2024, but delays in the Type 6 rollout pushed the timeline to 2025.

TriMet officially selected car 101 for preservation in May 2025. It made its final run on June 2, operating block #9087 on the Green Line. After a final inspection and touch-up in TriMet's body and mechanical shops, the car was ready for its next chapter.

A Celebrated Farewell

On July 8, TriMet hosted a retirement party at Ruby Junction West Yard. Attendees included Rider's Club contest winners, TriMet staff, local media, and OERHS members John Ballentine, Mark Kavanagh, and Rick Lucia. The event received coverage on all major local news networks, spotlighting both our museum and Powerland's Great Oregon Steam-Up.

A week later, on July 15, the next Type 6 car arrived from Siemens in Sacramento. The following day, No. 101 was loaded onto the same trailer and parked overnight on Eleven Mile Avenue. By 7 a.m. on July 17, it had arrived at our museum and was quickly

unloaded in front of Brooks Depot. Later that day, its pantograph was raised and powered up for the first time on our tracks.

A New Chapter Begins

During the Great Oregon Steam-Up, No. 101 was a crowd favorite.

Visitors marveled at its pristine condition and impressive history — over 40 years in service and more than 2.2 million miles traveled. It also served as a welcome cooling shelter, thanks to its air conditioning on those hot summer afternoons.

Initially, we didn't operate the car under its own power due to overhead wire limitations. Our trolley pole hangers weren't compatible with pantographs, especially on curves.

Thanks to hangers custom-fabricated by Greg Bonn, No. 101 moved under its own power for the first time at the museum on August 21. While slow, it marked a major milestone. More overhead hanger and other upgrades are needed before longer runs are possible.

Honoring a Transit Legacy

We are deeply grateful to TriMet for their generous donation and the care they took in preparing MAX No. 101 for preservation. This car allows us to continue telling the story of Portland's transit evolution from streetcars to modern light rail. Special thanks to Steve Morgan for his contributions to this article. 🚃



LRV No. 101 made its first move under its own power at Powerland Aug 21, 2025, thanks to Greg Bonn (on Hi-Lift at right) modifying overhead line brackets to accommodate pantographs. (Mark Kavanagh)

Type 1: Portland's Light Rail Pioneers

Mark Kavanagh

The TriMet Type 1 Light Rail Vehicle (LRV) holds a special place in Portland's transit history. Its story begins with the Banfield Light Rail Project, launched after the cancellation of the Mt. Hood Freeway. While the broader project deserves its own spotlight, this article focuses on the vehicle itself — the first generation of MAX LRVs.

From Concept to Contract

Once light rail was selected for the Banfield corridor, TriMet needed vehicle specifications. Work began in earnest in late 1980, with consultants helping shape the vision. San Francisco MUNI warned TriMet that a 1985 opening was optimistic, citing their own struggles with Boeing-Vertol LRVs. Boeing was already exiting the railcar business, making foreign manufacturers the most likely source for Portland's fleet.

In June 1980, Project Manager (and OERHS member) Don



Bombardier-built No. 103 was one of the first LRVs delivered to TriMet in 1984. (Photographer unknown)

MacDonald led a Portland delegation to Edmonton, Alberta, to observe their Siemens-Duewag U2 LRVs — proven off-the-shelf designs originally built for German Stadtbahns. MacDonald, a former Edmonton resident involved in the development of that system, helped reinforce the appeal of adopting similar technology.

Nine manufacturers initially expressed interest. By early 1981, the

list narrowed to four, and then three by January: Bombardier (Canada), Siemens-Duewag (West Germany), and SIG (Switzerland), the latter proposing partnerships with Japanese firms Kinki Sharyo or Tokyu Car. The Budd Company of Philadelphia was also considered but never submitted a proposal.

TriMet ultimately requested bids from Bombardier and Siemens-Duewag. In May 1981, both submitted proposals for 26 LRVs — each under the expected \$28 million budget. Siemens came in just under \$26 million, while Bombardier surprised TriMet with a \$21.7 million bid. Bombardier licensed the car design from La Brugeoise et Nivelles (BN) of Belgium. The design is based on BN pre-metro cars, which were already in service in Rio de Janeiro, but the Bombardier version would use Brown Boveri Company Electric systems. Manufacturing would take place in Bombardier's factory in Barre, Vermont, with components from their factory in La Pocatière, Quebec. BN would continue to build their own distant cousin variants for Manila, Coast Tram, and Charleroi Metro in Belgium. By 1986 Bombardier had acquired a 45% share of BN, a 90% share by 1988, and by 1998 Bombardier had acquired BN.



LRV No. 103 in the yard at Ruby Junction in 1985. (Photographer unknown)



LRV No.101 wears a garland of flowers for the inaugural run as it arrives at Pioneer Square South in downtown Portland on September 5, 1986.

Type 1 Specs at a Glance

Details from a Bombardier brochure:

- Length coupler to coupler: 89' 1/16"
- Width: 8' 8-1/4"
- Height: 11' 1-11/16"
- Pantograph operating height 12' 8-1/4" to 22' 3"
- Weight: 92,150 lbs empty
- Seated passengers: 76
- Seated and standing: 211
- Crush load: 256
- Motor continuous rating: 261hp
- Max service speed: 56mph
- Acceleration rate: 3mph/s
- Braking rate (service 3mph/s)
- Braking rate – emergency 4.7 mph/s
- Brake type; Dynamic, disc brakes, and electro magnetic track brakes
- Minimum radius horizontal: 82ft

Trains were designed for a service life of 25 years. Trains in service were limited to two cars due to the 200 foot block lengths in downtown Portland. However, due to the single-track section between Ruby Jct. and Gresham, TriMet would couple four cars together after evening rush hour to deadhead from Gresham to the yard. Double-tracking of the line

to Gresham ended that practice by 1996.

Delivery, Testing, and Delays

Manufacturing began promptly. Late in 1983, completed cars 101 and 103 were shipped to the USDOT testing facility in Pueblo, Colorado. In August of 1983, TriMet considered

ordering seven more cars due to projected ridership growth but later cost overruns shelved the plan.

After testing wrapped in 1984 car 101 returned to Vermont for modifications, while 103 headed to Gresham for on-site testing. On April 9, 1984, 103 rolled off a flatcar at Ruby Junction, marking the first LRV on Portland tracks. It was used to test clearances along the new corridor.

However, 103 soon developed braking issues. A strike at NY Air Brake delayed fixes and further deliveries. Although hydraulic problems were resolved by August, persistent brake issues pushed the system's opening from 1985 to June 1986, and

finally to September 1986. Car 112 completed the 26-car order just in time for the opening.

Opening Day and Early Challenges

On September 5, 1986, LRVs 101 and 109 — with 101 adorned with flowers — arrived at Gresham City Hall for opening ceremonies.



LRV No. 102 is seen departing 7th Avenue Station during the MAX opening on September 5, 1986. Note the relative lack of passengers in what was then a less populated area.

Dignitaries boarded for a celebratory ride to Pioneer Courthouse Square with a stop at Gateway. A second train followed with flower bedecked 102 coupled to 111. After the ceremonies at the Square, the 101/109 was the first train to enter public service to head to Gresham. Trains were packed all day with Portlanders excited about their new transit system.

One immediate drawback? No air conditioning. The cars relied on open windows and forced airflow. Modifications helped, but true relief came in 1998 when A/C units were retrofitted.

Another limitation was accessibility. Type 1s required wayside lifts for wheelchair users — low-floor technology hadn't yet arrived. This changed in 1997 with the introduction of the Siemens Type 2 LRVs, the first low-floor models in North America. From then on, Type 1s were always paired with Type 2s or later Type 3s, ensuring accessibility and eliminating the need for lifts.

Midlife Upgrades & Final Years



On January 24, 1987 the OERHS chartered TriMet LRV No. 124 to deliver members to the annual banquet, which was held at the Gateway Elks Club. (Richard Thompson photograph)

Before the major overhaul, TriMet made several updates. In 1994, the stop-request cords were removed, as trains began stopping at every station regardless of whether passengers were waiting or requesting a stop.

Sometime in 1994, the “Cyclops” headlight was added above each cab for visibility. In 1998, air conditioning was finally installed.

By 2003, the fleet showed its age. Though designed for 25 years, TriMet aimed to extend its lifespan. An in-house refurbishment program included replacing all the windows, some interior improvements, full body work, and applying the latest TriMet paint scheme. The program ended in 2017, before all cars were completed, with 112 being the final upgraded car in the program. This left 102, 103, and 116, easily identified by their original livery, as the only non-refurbished units.

Another change that occurred in the 2010s was the removal of traditional roll signs and the introduction of modern LED dot matrix displays. This made it easier to update the display than the old mylar signs as the MAX system expanded over the years (see article in *The Transfer*, Fall 2016 issue).

However, the clock was ticking for the Type 1s. Despite their reliability, parts for these veterans were becoming increasingly difficult to



Upgraded LRV No. 101 is seen at Beaverton Creek Station on July 23, 2003. (Mark Kavanagh photograph)



Interior view of MAX LRV No. 101 at Ruby Junction on July 8, 2025, prior to its move to Powerland Heritage Park (Mark Kavanagh photograph)

find. Their high-floor design was also a constant complaint for riders, who often did not know where to stand on a platform when a train arrived with a Type 1; those with wheelchairs, strollers, or mobility-impaired, would not know where to wait on the platform when a train would arrive with a Type 1 as they could only board the Type 2/3 car of the train. TriMet initiated the procurement process in 2018 for the Type 6, which was subsequently ordered from Siemens in 2019. The order initially consisted of 26 cars to replace each Type 1 but was later increased to 30 cars to support the Better-Red Project, which extends the Red Line from Beaverton Transit Center to Hillsboro Airport.

The first Type 6 arrived at Ruby Junction in 2022. This sealed the fate of the venerable Type 1s. The first Type 1, 102, was retired and scrapped in October 2023. The original plan was to have the Type 1s retired in 2024. However, teething problems, particularly software issues, delayed the Type 6 from entering service until January 2025.

As of the writing of this article, Type 6s are still entering service. The Type 1s are running as well, with anywhere between three and eight cars on the line every day. There are approximately 12 cars remaining in

active service, but this number is slowly dwindling. TriMet plans to have the last Type 1 turn its wheels by spring 2026, just short of 40 years in revenue service. The only Type 1 that will not be scrapped, 101, was given



The controls on a light rail vehicle are a bit more complicated than those on a traditional streetcar as can be seen in this view of No. 101 at Ruby Junction on July 8, 2025. (Mark Kavanagh photo)

to the Oregon Electric Railway Museum in July 2025.

Summary

The Type 1 is a very important part of Portland's rail transit history. It was the first new electric railway car purchased for Portland since the 1932 order of Brill Master Units, also known as Broadway cars, by Portland Traction. They were the first electric railway cars to run in revenue service since the Portland Traction Interurban service to Bellrose/Oregon City ended in 1958. The success of the Type 1 and the original Light Rail line led to expansion. Today, MAX has five lines, and later, the Portland Streetcar returned traditional Streetcar service to Portland with its current three lines. The Type 1 high floors led to the later innovation of future LRVs with step-free/low-floor access.

May the preservation of 101 at the museum tell the story to future generations of what Type 1 did for Portland and for other cities around the United States.

Sources used for this article include newspaper articles from *The Oregon Journal* and *The Oregonian*, TriMet publications, and a 1984 brochure from Bombardier. Special thanks are due Steve Morgan for proof reading and filling in some of the gaps. 



TriMet Type 1 Fleet Status	
Car #	Status
101	Preserved at OERM 07/17/2025
102	Scrapped 10/16/2023
103	Still in service
104	Scrapped March 2025
105	Still in service
106	Scrapped 12/20/2023
107	Scrapped February 2024
108	Scrapped November 2023
109	Still in service
110	Still in service
111	Still in service
112	Scrapped 06/26/2025
113	Still in service
114	Still in service
115	Still in service
116	Scrapped 06/12/2025
117	Scrapped 03/12/2025
118	Scrapped 04/24/2025
119	Scrapped 06/05/2025
120	Still in service
121	Still in service
122	Still in service
123	Scrapped 08/08/2025
124	Still in service
125	Scrapped July 2025
126	Being decommissioned



Cars 1111 and 1187 became the last two O class cars to operate in Sydney when they posed in Queen's Square on January 11, 1959, just after the handover to the US Consul. 1111 would go to the South Pacific Electric Railway and 1187 to the OERHS. (Alan Saxon photograph)

1187's Longest Trip

Michelle Veri

The tram is a gift from the N.S.W. Transport Department to an American transport museum, the Oregon Electric Railway Society.

Fans of our veritable Australian “toast rack” tram No. 1187 will be interested in photographs, particularly the color ones, kindly sent by Ian Saxon of the Sydney Tramway Museum.

Ian also sent along the following story from the January 11, 1959 *Sydney Morning Herald* explaining how we acquired 1187:

Old Tram for Longest Trip.
“A Sydney toast-rack tram, No. 1187, will begin the longest journey of its 46-year life at 1 p.m. today.

The 16-ton tram will be loaded on the Matson freighter Ventura at Walsh Bay for shipment to San Francisco — a 3,000-mile journey.

The society asked for a ‘typical Sydney toast-rack’ for its exhibit at the Oregon State Centennial Exhibition.

After the exhibition, the tram will become part of the society’s permanent museum collection.

An Australian transport museum, the South Pacific Railway Co-operative Society, recommended No. 1187 because it is an “O” type tram, typical of Sydney trams.

A director, Mr. Norman Chinn, said yesterday that 626 “O” trams were made — the largest number of one type of tram in the world.

‘The Oregon Society offered us two trams from San Francisco, but we could not afford the cost of brining them here.’ He said.

Mr. Chinn said there are 50 transport museum organizations in the world.”

Ian also sent a copy of the Vol. 1 No. 1 issue of the OERHS News Bulletin, which explained that a mixup resulted in No. 1187 leaving Sydney before the funds had been raised to pay for shipment. An urgent appeal was made to cover the \$2,500 bill. 🚃



Australian Minister of Transport A. A. Shoebridge (at left) is about to present car 1187 to US Consul Frank Waring, January 11, 1959. The 1912 vintage tram was a gift from the New South Wales Department of Transport. (John Fawl photograph)



Sydney tram No. 1187 was not loaded onto the deck of the Matson Line steamer Ventura in Sydney Harbor until July 16, 1959, which resulted in it arriving in Portland on September 28, 1959, too late for display at the Oregon Centennial Exposition held from June 10 until Sept. 17, 1959.



The body of car 1187 is lifted onto the steamer Ventura on July 16, 1959, while the "bogies" (trucks) wait on the crane barge at left. The Sydney Harbor Bridge looms in the background.

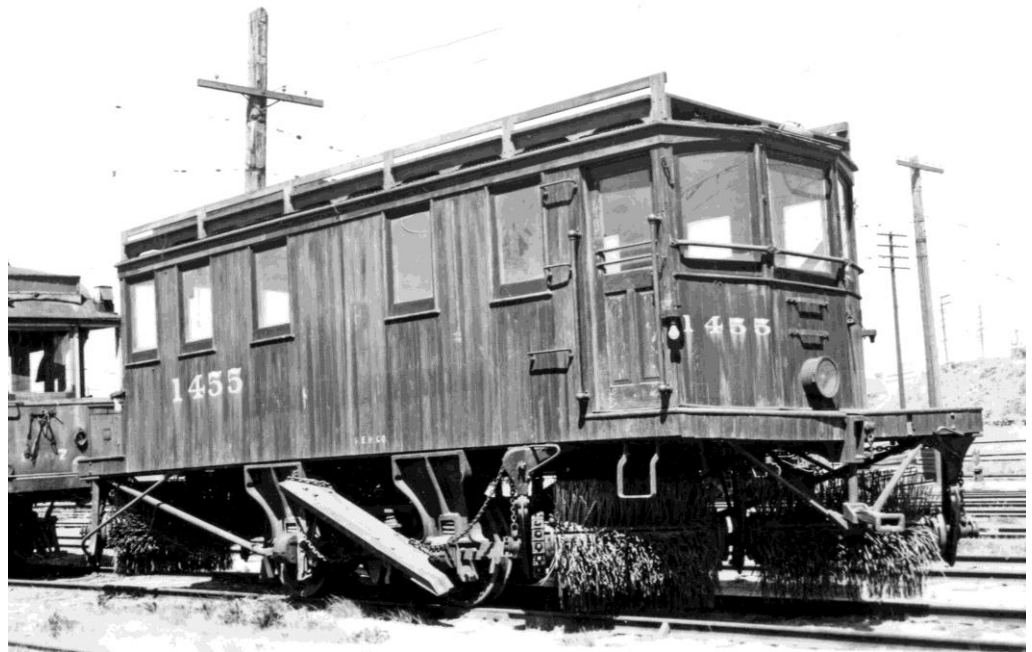
Notes from the Carbarn & Shop

Pete Manuele

My time working in the carbarn at the museum has been limited in the last couple of months. But there are things to report.

Blackpool car 48 has operated admirably for the entire summer. Routine maintenance was performed by Michelle Veri and Rick Lucia prior to the beginning of the season. After our OERM Halloween event is finished at the end of October, we will continue maintenance on this car as well as restoration of worn parts. Replacement of wood trim, painting of the vestibules, reupholstering of the seats, varnishing of the upstairs seats, as well as reconditioning of the wood trim will be undertaken.

Sydney open car 1187 was also used this summer and operated relatively trouble-free. Gene Fabryka continues to restore the interior



PEPCO snow sweeper 1455 and interurban 1067 on the storage tracks in the East Portland Yard during the 1940s. Both veterans are now part of the OERHS collection.

advertising boards. He is also repairing the wooden seats as needed.

Car 1455, the McGuire snow sweeper, has received some restoration activity. Greg Bonn and Rick Lucia welded new frame rods to

secure the Side B (south end) coupler and the coupler support frame. We will be obtaining wood flooring and grooved lumber to complete the rebuild of the B side.

I have been working on restoration of the one original entrance door we have. Once that is completed, and we find two clear wood side pieces, the second entrance door build will begin.

The large side freight door has been removed to the shop and awaits repair to the wood. Once those repairs are made, we will install the hardware to hang the door.

Michelle Veri, Rick Lucia and Kevin Reilly have spent the better part of the summer studying, documenting and repairing (as needed) the electrical systems of the Blackpool and Sydney cars. We hope to develop as complete a picture as possible of their electrical systems, (as well as the other cars in our care). Our goal is to catalog the information so that it can be used by volunteers to repair and maintain these systems, as well as providing a solid basis for



One of the two brush assemblies from snow sweeper No. 1455, "The Broom," is being disassembled in the shop. (Pete Manuele photograph)

educating individuals having an interest in these fascinating systems.

The carbarn has now morphed into a Halloween story. I can't wait to see how our volunteers and trolley "stars" perform this year.

There is currently not a lot to report from the shop since much volunteer time was required for preparation of the Trains and Trolleys event, and the Great Oregon Steam-Up. However, I have an update on the restoration of our gigantic band saw. The saw is now operational. Only one small part, a guide washer that keeps the blade aligned, has yet to be installed. This washer is now being fabricated, as NOS parts are no longer available. Once the new washer is installed, the band saw will be complete. It is quite a sight to see that machine in operation.

Restoration of our "antique" equipment also continues. Greg Bonn and I, along with Rick Lucia, John Nagy and Gene Fabryka continue sorting through equipment as time allows. Work will commence as we can room in the shop for large equipment like the wood lathe.



The gigantic antique bandsaw in the shop at Powerland (Pete Manuele photograph).

A side benefit will be to free up room in one of our big trailers so that we can weatherproof it. Then we will build shelves, sort parts, separate wood and metal materials, and organize them in such a way as to make our time more efficient.

Rick and I continue to work on skirting for the Blackpool car using as much original wood as possible. Some of it has become very dry and is subject to easy cracking or splintering. Since I have been unable to come up to the shop for several weeks I brought some pieces home to work on.

Rick has been diligently assembling the EZ Go motor since the rebuilt block has returned to the shop. It is ready for installation into the EZ Go. He and I hope to have it installed, adjusted and running shortly after we both get back from October travel. In the meantime, thanks to all the members and volunteers who help with maintenance and restoration of our collection and shop equipment. 🚃

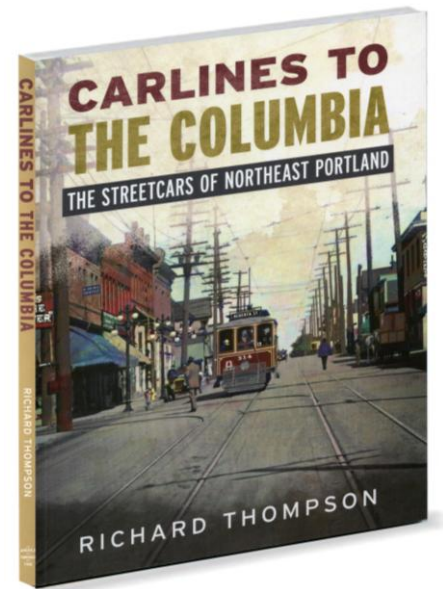
Review: "Carlines to the Columbia"

Richard Thompson, America Through Time: Sutton Publishing, Charleston, SC, 2025. 128 pp. 205 b&w and color images. \$24.99. Softcover.

The ninth volume in Richard Thompson's series about street railways in Oregon and Portland has just been published. "Carlines to the Columbia" explores the history of streetcar lines in Northeast Portland.

The story begins with horsecars crossing into East Portland in 1888 and ends in 1948 with the abandonment of trolley service on the Alberta, Broadway, and Montavilla lines.

This tale of technological innovation, entrepreneurship, and



murder is illustrated with archival photographs, many published for the first time. Each chapter focuses on a classic city line and begins with a map created for the book. The final section brings things up to date with the introduction of light rail in 2001.

Photographs from the author's archive, as well as images borrowed from fellow historians, evoke an era long gone by. East Portland's only horsecars are seen plodding along Grand Avenue, the first streetcar fatality is remembered in a steam motor accident that occurred just three weeks before electrification, and exciting scenes depict narrow gauge interurbans hurtling across high trestles.

A variety of historic rolling stock is described in detailed captions. These include "Old Number 3," the horsecar inaccurately remembered as among Portland's first, Portland Railway, Light & Power Company's unsuccessful articulated trolley nicknamed "The Dragon," the locally built interurbans known as "Vancouvers," shutter-windowed trolleys created by splicing together horsecars, and the streamlined "Broadways," lauded in the press as "The Newest Thing in Streetcars" (they would be the last new streetcars for Portland Traction Co.).

OERHS members and traction history fans will want to add this book to their collections. It will be available in our gift shop and online. 🚃



Oregon Electric Railway Historical Society 2025 Annual Meeting & Banquet

DATE: Saturday November 22nd from Noon to 3 pm
Location: Clackamas County Sheriff Union Hall
 6901 SE Lake Rd, Portland, OR 97267



Carlines to the Columbia

You are invited to the OERHS Annual Meeting, it will be located at Clackamas County Sheriff Union Hall near Milwaukie. The date is Saturday Nov. 22nd from Noon to 3 pm. There will be a buffet lunch consisting of a build your own Hawaiian Haystack.

After lunch we will confirm our annual elections for 2025 officers and trustees. From there we will have short museum reports. Service awards will be handed out to the top volunteers for our organization, and limited Door Prizes.

The main presentation will be *Carlines to the Columbia, The Streetcars of Northeast Portland* by Richard Thompson. It is based on his latest book of the same name.

The cost of the buffet will be a recommended donation of \$15 each which includes build your own Hawaiian Haystack, soft drinks and a dessert. An RSVP is requested so we know how many to plan for.

Please RSVP by 11/19/2024 with your name & number of your party and meal choices to:

- E-mail: mark@oerhs.org (Mark Kavanagh) or
- By Mail: OERHS Banquet, 865 D Street NE. Salem, OR 97301
- You may also RSVP, report your 2025 volunteer hours, renew your membership, and donate online at this link: <https://dsnpc.co/RA4aXJ>

The Day's Agenda

Noon-12:45	Lunch
12:45—2 pm	Elections, short reports, service awards, Door Prizes
2—3 pm	Main Presentation: <i>Carlines to the Columbia</i>

Lunch Menu

- Build your own Hawaiian Haystack
- Soft Drinks
- Dessert

IMPORTANT: Volunteer Hours

Please report any volunteer hours (including commute time) on the form below, online, or via email to 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 19th

YES, I would like to attend the Annual Banquet on November 22nd.



Please send your reservation to:

Mark Kavanagh
OERHS Banquet

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

Website: oregontrolley.com
 E-mail: mark@oerhs.org

PLEASE MAKE CHECKS PAYABLE
 TO: OERHS

2025 OERHS Volunteer Hours Reporting

I contributed _____ hrs to the OERHS in 2025

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ E-mail: _____

How many will attend?		Optional Donation \$15/each	
Membership Renewal		Amount	
Active (\$30)	Family (\$60)		
Donation			
TOTAL AMOUNT ENCLOSED:			

The OERHS is an Oregon Non-Profit Corporation
 Owner & Operator of The Oregon Electric Railway Museum & Operators of the Willamette Shore Trolley

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 or 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

	<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>	\$ _____
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 from 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 (snow sweeper) & 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!