

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*.

OERHS Hosts the Great Oregon Solar Eclipse Campout

By Gene Fabryka

On Monday, August 21, there will be a total solar eclipse in a band across Oregon that includes the Powerland Heritage Park (the last eclipse near here was in 1979). Over a million people are predicted to come to witness this event. These visitors need places to stay so providing lodging has become a booming business in the Salem area. State campgrounds, the State fairgrounds, farm fields and many other areas have opened themselves up for camping and are charging premium rates. Most other venues are already sold-out. Powerland Heritage Park has lots of room for dry camping and offers a unique location for people to stay.



Map showing route of the Total Solar Eclipse. Monday, August 21, 2017

The event will involve setting up around 500 temporary dry campsites for a four-day (August 18-21) weekend. Campers will arrive on Friday and leave on Monday. The other museums will be open to keep the campers entertained while they are waiting for the eclipse. The Hopmire Station will serve as eclipse

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Volunteering At the Museum Is a Family Affair

By John Nagy

In addition to the great family teams we have at the WST, the museum has also recently been the recipient of family volunteering. The following pictures are just some of the recent examples.



Steve Mills (not pictured) and his son Michael working on the bucket truck and other maintenance equip. Our thanks also to Michael's employer, Hillsboro Towing, for allowing him to use their service truck to help make the repairs.

John Nagy photo

Continued on Page 4. See Volunteering...

Gene & Vicki Fabryka, daughter Leslie, friends Josh, Matt and Anthony cleaning up the area around the station on June 24th.



Continued Page 4. See Great Oregon Solar Eclipse...

Oregon Electric Railway Historical Society

Officers

President	Charles Philpot	Active	\$ 30	Sustaining	\$ 250
Vice President	Eugene Fabryka	Family	\$ 40	Life	\$ 500
Secretary	Mark Kavanagh	Contributing	\$ 50	Benefactor	\$1000
Treasurer	Suzi Jones	Supporting	\$100		

Trustees

Carolyn Vernon	Bryan White
Mark Kavanagh	David Harold
Gene Fabryka	Mark Moore
William Binns	John Nagy
Bob Terkelsen	

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 2016 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.

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 kennethpeters@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.

Great Oregon Solar Eclipse Campout, continued from page 1



Chairperson's Note: The OERHS has amassed an incredible collection of electric railway equipment and, like many museums around the country, needs another car barn to get equipment out of the weather. The final design, dimensions and costs are still being finalized, but the Board has already begun work on funding strategies. While grants, charters, increased ridership and other traditional rail-related income strategies are being considered, kudos are due for Vice-President and long-time volunteer Gene Fabryka for thinking outside the box. He is the one that identified this great one-time event as a large fundraiser for the Society and volunteered to lead the effort. Way to go Gene!

Gene and Leslie Fabryka artwork. Daughter Leslie designed a poster advertising the upcoming Solar Eclipse Campout and dad Gene painted in on a sign at the entrance to Powerland Heritage Park.

information center. The trolley will operate as the main transportation service on the grounds. Members of the Oregon Fire Service Museum will be handling the gate and cleaning restrooms. The Willamette Valley Model Railroad Club will be operating the County Store and organizing the food vendors.

Steam Fiends member and Steam-up Event manager, Evan Burroughs, has been invaluable by assisting us with the planning and helping get the grounds ready. I am the Event Manager with John Nagy and Evan Burroughs as Assistant Managers.

This event will help raise money for the capital fund, which will be used as a match to apply for grants to build Car barn #2. The Great Oregon Solar Eclipse Campout will also help APMA and participating Powerland museums raise money.

OERHS is the host for this event, we are responsible for overseeing all operations. Besides running the trolley, station and car barn, we will need help getting the station and grounds ready for the season and event. Landscaping for campsites has begun and volunteers are needed to help with the site development, crews will be working on the weekends. During the Solar Eclipse weekend, we will have campsites available for our volunteers to serve as event hosts. We are reaching out to all of you to request help in setting up and staffing the event. Come out, volunteer and witness this historical event. Help get the word out by posting on Facebook.

June 17th one of many days Evan Burroughs spent hours on the trackhoe removing brush and dead trees next to the track on the West end.



The poison oak crew - Bob Franklin, John Nagy, Adam Samish and Gene Fabryka. Unfortunately there was poison oak mixed in with the overgrown trees and brush.



Volunteering at the Museum Is a Family Affair, continued from Page 1



Member Rick Mendenhall using a string trimmer around one of the storage tracks. Rick and his brother Vince came down from the Seattle area for the day to volunteer for anything that needed doing at the museum.



Joyce Nagy painting the roof of #48 and picture of the roof of Blackpool double-decker #48 after painting

Save the Dates:

July 29 - 30 and August 5 - 6, 2017 – 47th Annual Great Oregon Steam-Up

Steam-Up is the largest event at Powerland and it involves all of the museums and many other participants. Learn about the machinery that made Oregon grow and develop. The featured equipment maker this year: Rumely Tractors. Camping is available.

August 25 - 26, 2017 – 25th Annual Brooks Truck Show

The Truck Museum holds the largest truck show in the Northwest and this year the maker will be Kenworth trucks. Camping is available.



Member Vince Mendenhall cleaning the roof of the Blackpool double-decker #48 in preparation for painting.



Joyce and John Nagy (John not pictured) painting the roof of #48

Annual Great Oregon Steam-up

This is the biggest event at our museum every year at Powerland Heritage Park (formerly known as Antique Powerland). The complex is full of visitors for 2 weekends enjoying all the museums in full operation. Our trolleys typically run every 20~30 minutes with full loads starting at 10am until 5pm. We need operators, conductors, car barn

docents, ticket agents and gift shop folks. Please consider joining us at this event and contact Ken Peters. The dates of the Steam up are July 29th/30th and August 5th/6th. Hope to see you there!



Museum Report, Spring 2017

Greg Bonn

Maintenance on the work equipment continues on the boom truck, starting with a tune-up on the engine and work on the hydraulics. Progress came to a halt when it was found that the hydraulic safety valve, which keeps the boom from collapsing in the event of a hose failure, had failed, locking the hydraulics. A new valve was located but it cost \$1040.00. The new valve has been installed and the truck is ready to use. Steve Mills and son Michael teamed up to get this much needed piece back in operation. We will be putting it to use adjusting and tightening the overhead in order to run the Blackpool car this summer.

The Ford 800 tractor has been fitted with a new rear tire and a tune-up. It was being used when the fuel filter plugged and the tractor quit. The starter refused to turn over and was removed. It was found to have a broken bearing mount causing the starter motor to fail. A new starter was ordered and installed but additional work is required on the carburetor to get it running properly. Steve Mills and Ron Vandehey are also working on the Ford 8N tractor. It is receiving a full tune-up, oil change and lube. A traditional seat will replace the sun baked lawnmower seat for easier access.

All of the small mowers are operational, ready for duty. Volunteer operators are needed to help keep the grass down. Currently, all the “kept” areas are mowed every Monday, weather allowing. The remaining areas maintained by the museum have been cut with the large flail but will need to be maintained for use for the Solar Eclipse Campout event, using the smaller riding mowers. The strip between the east track and fence has also been rough cut with the flail and will need to be trimmed with the smaller mower and weed eater.

A new catwalk has been fabricated and painted for car #48. It is ready to be installed after the roof has been cleaned and painted. A new contact terminal for the pole base has been machined to replace the missing part. Vince Mendenhall and John Nagy washed the roof of the car and John and Joyce Nagy painted the roof after it had dried.

The depot street is progressing with a preliminary grading after removal of the stumps and roots. There are still a few soft spots that will need to dry out before final grading and adding the textile and gravel are completed.

The east point rail on the first yard switch was replaced after it was found to have broken after moving the 25 ton Samtrack locomotive. The new point rail was close by as it had been pulled when the stub track was abandoned and the switch removed. The parts had not yet been relocated to the stock pile.

The large blackberry covered pile in the northeast corner has been removed and cleaned up. Gene Fabryka and Evan Burroughs using the backhoe and a trackhoe, filled a large dumpster with debris from the pile, including the berry vines. We will continue to mow and

spray to keep the blackberries from coming back. The additional space will be used for campsites for the solar eclipse event.

Efforts continue to keep the track and right of way clear of weeds and vines. The additional ballast placed by Rick Franklin Corporation increased the width of the track footprint. We are spraying along the edge to maintain a dead zone between the ballast and the grass to make mowing easier and safer. We are also spot spraying the weeds coming up in the ballast on the track. All of the yard tracks, passenger platforms and walkways are also sprayed as needed.

Crews have spent a couple of Saturdays clearing and chipping the tangle of trees, poison oak and berry vines along the west side of the park. A trackhoe is used to grab the material and move it to the east side of the track where it is hand fed into the chipper and blown into a large dump trailer. It is taken to the compost pile in the northwest corner and dumped. Some of the volunteers have experienced the allergic reaction between exposed skin and poison oak on a hot day.

The small 25 ton “Samtrack” diesel locomotive 2501 has been sold to a member of both the OERHS and Oregon Coast Scenic Railway. A new engine is being installed and when completed, the locomotive will be moved to Tillamook for use switching OCSR equipment there. We were lucky to find a new home, locally, where it will be put to good use.

Thank-you to all who helped at the museum this past winter.

Track at the Museum gets a Lift.

Greg Bonn

Before the dust had a chance to settle from the OE 21 locomotive move, I received a call from Rick Franklin of Rick Franklin Corp. (RFC) to set up a time to meet at the museum and talk about track work. The day arrived and while Rick was unable to come, due to a schedule conflict, two track inspectors from his company came and made a thorough inspection of the mainline, taking about three hours to go end to end. At the end of the day, one of the inspectors mentioned that he would be putting a work plan together and meet with Rick to see what they could do for us.

After a week since the inspection and having not heard from Rick or anyone else from RFC, I was about to make the call when the phone rang and it was Lonnie Holt, a field manager for RFC. He was calling to see if the museum could be accessed to move some equipment and materials into place. Not knowing what they were planning, I quickly drove to the museum to find several trucks and other pieces of track equipment. A large dump truck was dropping the second load of ballast next to the track at the north crossing while a loader was scooping rock and placing it in a hi-rail dump truck on the track. Before I had a chance to see where it was going, Lonnie approached and asked if the two

locomotives parked on the mainline at the depot could be moved so they could unload some equipment at the crossing. Normally, getting a chance to couple the two locomotives together for a move would be the highlight of my day but with everything going on this morning it was nothing less than stressful. The 60 ton locomotive moved easier than I thought and it cut through the gravel packed flange ways easily. As soon as the crossing was clear, the RFC crew quickly unloaded a ballast regulator, a very large machine with a hydraulic plow on the front and a large rotating thick rubber brush on the back. It is used to spread ballast and then sweep the rock from the tops of the ties. It also shapes the gravel beyond the ends of the ties.

By the end of the day, two more pieces, a ballast tamper and a spike driver were delivered as well as a very large front end loader. While all of the equipment was being delivered and unloaded, two dump trucks and trailers and another very large dump truck were making continuous runs and piling ballast at the north crossing. The hi-rail dump truck was filling and dumping all day and kept up with the loads being delivered. The regulator was spreading the ballast and the tamper running close behind, raising the rail and ties to level the track.

This process continued for a full week with 75-80 well needed ties replaced during the last two days of the project. Our operating track is now level enough to run the Blackpool car without the passengers on the top deck experiencing motion sickness.

We give a very special “Thank-You” to Rick Franklin, Lonnie Holt and his crew and the truck drivers delivering rock and equipment, for the great job they did upgrading our track. With their efforts and expertise, materials and machines, they were able to accomplish in one week, ten years of effort by our volunteers.



WST news from the Supervisor

Jan Zweerts

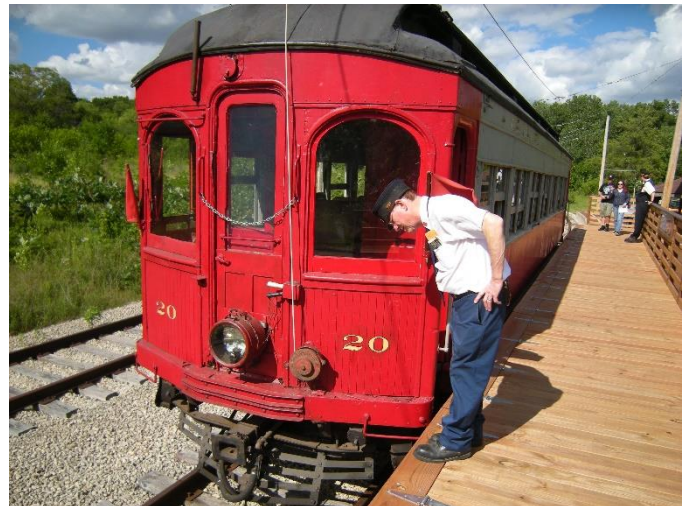
On the WST we currently have 3 "new hires" on line. I am attempting to run the crew board remotely while traveling.

I visited the Fox River Trolley Museum near Elgin, Illinois, it has a similar run like the WST along the Fox River with multiple cars run at once under wire. I was out there hunting for spring switch parts, found them and started negotiations to acquire two for the WST Sellwood Siding. If we get two of them installed at Sellwood Siding they would allow trolley cars to meet without the conductor needing to throw switches manually; both a time saver and a safety feature.

On the right are some photos of the Fox River Trolley operation.

One of several bridges the Fox Valley Line rolls underneath along the Fox River.

At Blackhawk the Motorman is demonstrating how Chicago, Aurora & Elgin (CA&E) freight trains would pass along high platforms by flipping a hinged wooden flap, allowing wider freight cars by without tearing up the platform.



Willamette Shore Trolley Happenings

By David Harold

The Grand opening of the South end of the line was held on the Thursday before Memorial Day weekend. There were 30-40 attendees for the trip to the tunnel and back. A second grand opening will take place at North when we have Bancroft Approval. The summer schedule has started, just as far as Miles street.

Made a 3-hour run with three Tri-Met inspectors for their inspection of the North end. Looked pretty good and they were pleased. The ODOT inspection took place on July 5th and the Bancroft approval is hoped to occur within a week or two after that.

Did 2 ½ hour run with the KATU channel 2 news crew. Full length and lots of chatter and video. Aired on the July 3rd 6:00 pm news. Lots of interest and questions from passersby as we did both runs – Everyone's excited!



WST Progress in Summer of 2017

Dave Rowe

Willamette Shore Trolley opened the line on Memorial Day weekend. A ribbon cutting celebration was given on Thursday, May 25. WST line was opened to the Sellwood Bridge. But we are still working on the necessary approval process for the line north of the Sellwood Bridge. The trolley runs have been 10:00 AM, Noon and 2:00 PM on Saturdays and Sundays only to Miles St. Ridership has been good with several full runs.

Kevin Reilly and Dave Rowe installed a kilowatt-hour meter on board the power generator for VT514. They analyzed the energy needed to operate the trolley. Two days of testing were performed from Lake Oswego Depot to Bancroft Station. Six round trips were operated by several motormen. The trolley used approximately 2.1 kilowatt-hours for each mile travelled. It was concluded a 100 kilowatt-hour battery would provide enough power for three round trips from Depot to Bancroft Station with power to spare. The goal is to incorporate a Tesla type battery attached under the trolley and eliminate the diesel powered generator cart. Bill Henry of EQL Energy has offered to assist in the design of a battery and charging system for VT 513. Bill Henry and his staff are offering their expertise pro bono. Dave Rowe and Kevin Reilly can design and fabricate mounting for the battery package. It is hoped to receive donations for the battery, charging station and materials needed for this project. Grants may be necessary for some expenses.

Rod Cox and his crew has been preparing the WST mainline north of Sellwood Siding to Bancroft Station. This stretch of ROW has been unused for over five years. More than 30 rail cars loaded with brush has been removed from this section. Flange ways have been cleaned along with culverts and ditches. Three ties were replaced and several more had to be lifted. Assisting Rod has been Craig Sharp, Peter Williams, Ken Peters and Dave Rowe.



Rod Cox, Craig Sharpe and Dave Rowe installing two new ties near Hamilton Court.



Kevin installing watt meter base in generator



Kevin Reilly with watt meter mounted on generator



Fourteen foot stair ladder mounted on rail car owned by OERHS. Used for trimming limbs up to 20' from rail head. The stair was modified by Dave Rowe



David Harold introducing Keith Dickerson, CEO Lake Oswego Chamber of Commerce to the newly remodeled WST Depot.

A Day in Crich

By Mark Kavanagh

My wife and I were on vacation in Scotland and Ireland in September of 2016. Our schedule was working out such that we would be able to go to “Tram Day” at the National Tramway Museum in Crich, England. Tram Day is when the museum pulls out nearly every operable car to run on the museum’s mainline.

We arrived at the museum via a rental car at around 9:30am. It was raining at the time. But that did not stop the trams from running, although not very good for any photography, or for riding on the open top cars. During the heaviest of rain in the morning, we went through the different museum buildings. In the Great Exhibition Hall they were selling used books, which was fun to look thru, and of course I had a buy a couple. As the rains let up I spent more time outside.



Works cars line up on the barn

On the car barn “fan”, the museum had put out cars in the collection that represented different cities and/or themes through-out the day. One group were a series of “works” cars. Another group was from Porto, Portugal. One of the cars, a coal transport, was scheduled to leave the museum the following day to head the Beamish museum in the UK, so that was extra special to the members. They also set out a horsecar and double-decker car from Chesterfield to show a clear difference in size and history.

Of course the big thing to do was to ride the trams on the mainline. There was always a line-up of 4~5 cars waiting to enter the stub terminal at the beginning of the line in the “village”. People would queue to get on the car they wanted to ride. With about 12 cars running at any given time, there were plenty to choose from. There were even more options as at mid-day many of the cars were swapped out, so there was actually a chance to ride on 17 different tram if that is what you wanted to do. I went up and down the line at least 4 times on different cars, including one from London Transport that was going to be taken out of service for refurbishment.



Porto car line up: Horse Car, Coal Delivery car, and double-truck Brill

We ate lunch at the museum. They have café and a pub to choose from. They also opened up the catering space over the pub as another option. That is what we choose. I had fish and chips with mushy peas. The serving size was huge and wasn’t too bad for about \$8. I also had a local beer in the pub downstairs. Sadly they were out of the Tram Ale.



Busy time in the village: Blackpool # 40, London Transport # 1622, A double-decker bus and a vintage car in front of the pub.

I did get to do one behind the scenes tour of their restoration shop. In 2015 a gentleman and his wife from the UK visited our museum, Richard Sykes. He had contacted me before coming to the US and wanted to be sure that our museum would be open. I said it would be and that I would give him a personal tour. The couple really enjoyed the personalized service. He said if I ever came over to Crich to contact him. Which I took him up on his offer. He was extra busy that day as he was operating the tiny steeple cab locomotive not just for visitors, but also shunting cars around the yard and transfer table. Towards the end of the day, he was able to take a break to walk me thru the member’s only area in the shop which was fantastic!

Sadly, a great day of riding and watching tram had to come to an end. We had almost 2 hours to drive to Manchester where we were spending the night. My wife commented that she enjoyed the day as well, especially the village. I would definitely go back if I get a chance.



Blackpool car #49, sister to our own #48. That car I was told has not been run in years.



Two cars at the top end of the line, London United Tramways #159, Leeds #345

All Photos by Mark Kavanagh

Brooks Operations

Ken Peters

The operating season at Brooks is off to a good start. May 13th was our primary day of qualifying. We had 6 class 1 motormen recertified as well as a class 2. Their reward was a fine luncheon courtesy of Greg Bonn. The past weeks have provided more crew so we now have nine class 1 motormen and 2 class 2s. While staffing over the first (as I write this) four weeks of operation, more recertified and first time certified motormen are wanted.

Motormen and passengers have been pleased with the retaping of the line between Hopmere. Thanks to Steve Mills and relatives the blue boom truck which has been out of service for many years is now fully operational. This will facilitate the return of Blackpool 48. One hopes that this will be before the end of our 2017 season.

One has much to look forward to at Brooks this summer.

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

	<u>Items</u>	<u>Description</u>	<u>Amount</u>
Endowment Fund	Endowment Fund	Helps create an endowment fund to support operations, staff (future) and general projects	\$_____
General Fund	Unrestricted Funds	Allows Board to allocate funds as needed (Utilities, phone, internet, insurance, etc.)	\$_____
Capital & Restoration Projects	Brussels Trams	The museum can have <u>all nine</u> Brussels trams for only \$45,000!	\$_____
	OE Rwy Loco #21	Return Or. Elec. Rwy. Loco 21 to operation	\$_____
	Milan Car #96	Help pay off the transport to the museum	\$_____
	Carbarn #2	Build the 2 nd carbarn (will also be the temporary restoration shop)	\$_____
	Interpretive Center (Hopmere Station)	Finish the archives, displays, caretaker's quarters and exterior landscaping (sidewalks, platforms, etc.)	\$_____
	Mainline Loop	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)	\$_____
	Generator & Cart	Get 2 nd gen/cart for two car ops. at WST	\$_____
	Car Restoration	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	\$_____ Car:_____
	Buy A Tie	\$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)	\$_____
	Buy Concrete	~\$100/yd ³ for track, curbs, platforms, etc.	\$_____
Specific Items: (Donate items or \$ towards purchase)	Queen Size Bedding	Queen size sheets & pillow cases	\$_____
	Flat Files	Flat file cabinets for maps, blueprints, oversize drawings, etc.	\$_____
	Flooring	Flooring for Interpretive room, gift shop and caretaker's quarters	\$_____
	Washer/Dryer	Stackable washer & dryer for the Interp. Ctr.	\$_____
	Uniform Parts	Hats, pants, vests & jackets for volunteers	\$_____
Name Your Project		Do you have an idea you would like to see done? Tell us about it!	\$_____
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!