



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://oregontrrolley.com/join>

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# Fifth Avenue Portal

By Richard Thompson



Car 425 is headed for the Irvington-Jefferson line terminus on SW Jefferson and Chapman streets as it rolls past the Pioneer Courthouse and Meier & Frank department store on SW 5<sup>th</sup> Avenue and Morrison Street during Rose Festival week in June 1927. It is followed by a 16<sup>th</sup> Street Birney. No. 425 was one of 43 multiple-unit cars (400-439) built by the American Car Company in 1907. American Car built Birneys 1-23 in 1918.

Colorizing vintage photographs can reveal historical details otherwise missed. There is a danger, of course, since modern software uses AI (artificial intelligence) to restore an image. To overcome that, I spend countless hours correcting errors. The process requires research and painstaking examination, but the end result opens

a window into the past well worth it, particularly when working with complex street scenes or poor-quality originals scanned from old publications. I hope you will agree that was the case in this colorful portal into a long lost Fifth Avenue.

The thoroughfare originally called Fifth Street has long  
*Continued on page 3*

# Oregon Electric Railway Historical Society

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## Membership

Membership is based on a calendar year. All memberships expire on Dec. 31<sup>st</sup>, with renewal due by January 1<sup>st</sup>. 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](mailto:transfer@oerhs.org) or [trolley503@frontier.com](mailto:trolley503@frontier.com)

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## Do you want to drive a trolley?

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](http://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](mailto: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.

## 5<sup>th</sup> Avenue Portal

*continued from p. 1*

been an important streetcar route. The first transit vehicles there were cable cars, which began trundling down Fifth Street in 1890. The last trolleys traversed Fifth (now Avenue) 60 years later.

In February 1890, after months of delay, the Portland Cable Railway Company added cable cars to the Portland transportation scene with handsome cars built by the same company that provided them to San Francisco. Their original line ran from Spring Street in Portland Heights, down a 20.93 percent grade trestle to Jefferson Street, then to Fifth Street. At the start of service, the line turned east from Fifth to run down Alder Street to the docks on Front, but it was soon extended up Fifth Street from Alder to Union Depot and the Alder Street portion became a separate shuttle operation. Meanwhile, following the consolidation of the cities of Portland, Albina and East Portland in 1891, numbered downtown streets had been renamed avenues.

In April 1892 the cable company added an extension to City Park. Soon after, the financially overextended firm entered a period of insolvency, during which it was reorganized twice. By 1894 it had become part of the first Portland Traction Company, which began converting cable lines to electric operation in 1896. Trolleys replaced the last cable cars on the steep climb to Portland Heights in 1904.



*A southbound Portland Cable Railway car on Fifth between Salmon and Taylor streets is seen from the Failing mansion yard c. 1894, two years before electrification of cable cars began. The Goodnough Building is at far left and the Frazier & McLean Boarding Stable in the center.*



*An electrified Portland Heights line cable car is seen southbound on Fifth Avenue at the intersection with Morrison Street during the late 1890s. The Meier & Frank department store is at left and on the right are the Savoy Restaurant, the Olympian tavern, and the Perkins Hotel. The Perkins Hotel was built by a cattle baron and featured a gilded cedar steer on its roof. Note the absence of automobiles.*



*In this photo, taken during the summer of 1904, Portland Heights line car 55 is about to pass Depot-Jefferson line car 28 on Fifth Avenue. What was then the U.S. District Court building is in the background. The former cable car was built by the Stockton Combine, Harvester & Agricultural Works in 1890 and electrified in 1896. No. 28 was a first series Fuller "Standard" built in Portland Railway's Washington Street shops in 1903.*



One of the ex-Multnomah Street Railway “Vancouver 40s” is working the South 5th line in a c. 1903 view looking south on 5<sup>th</sup> Avenue from Alder Street. At right are The Prima restaurant and the Perkins Hotel. Signs on buildings to the left advertise Neustadter Brothers shirts, the Olds, Wortman & King department store, and shows at the Marquam Grand.

Fifth Avenue became an even more important transit route after electric streetcars replaced cable cars. The first electric line there was South Fifth, which operated along its namesake street until 1909. By that time all Portland lines had become part of the giant Portland Railway, Light & Power Company.

Fifth Avenue became one of Portland’s busiest transit corridors during the PRL&P years (1906-1924). At various times these streetcar lines traversed downtown over portions of Fifth Avenue: Beaumont (1911-1936), Council Crest (1906-1950), Depot-Morrison (1907-1923), Irvington-Jefferson (1914-1933), Jefferson (1890-1914), Portland Heights (1890-1904), Rose City (1907-1936), Saint Johns (1889-1937), South Fifth (1890-1909) and 16<sup>th</sup> Street (1883-1937).

As will be apparent from the pictures accompanying this article, Fifth Avenue witnessed a wide variety of rolling stock over the years. There were cable cars, electrified cable cars, Birney cars, Brill semi-



Depot & Fifth line No. 45 (one of the “Vancouver 40s”) is about to pass a St. Johns line 190 class car in front of the Perkins Hotel in this 1906 scene on the opposite side of the street from the photo above. The picture looks north on Fifth Avenue at Alder Street. Businesses in view include an Owl drugstore and The Prima restaurant. The top of drug distributor Woodard Clarke & Co.’s building can also be spotted in the left background.



Yet another “Vancouver 40” is seen in South Fifth line service in a c. 1907 photograph looking south from the corner of 5<sup>th</sup> Avenue and Alder Street. The Goodenough Building, which housed the Oregon Journal newspaper, is at far right. All the other businesses, including the Stewart Hotel, Olympian tavern, Chicago Market, and J. M. Acheson Co., will be replaced by the Corbett Building, Portland’s first steel framed office tower, in 1908.



16<sup>th</sup> Street line car 205 is headed south on 5<sup>th</sup> Avenue at Morrison Street in a picture that appears to have been taken during preparation for the first Rose Festival parade in 1907. The old Meier & Frank department store is at left and the Goodenough Building at right. No. 205 was an open “Bald Face” car built in 1903.

convertibles, the first double truck cars, open cars, multiple unit cars, and large PAYE (pay-as-you-enter) cars.

With the advent of streetcars, Fifth Avenue became one of the city’s main commercial streets. It has been home to department stores like Meier & Frank, Lipman Wolfe, hotels and rooming houses, restaurants, bars, and the Pioneer Courthouse.

This article focuses on the period from 1890 through the 1920’s, but it is worth noting that today both Portland Streetcar and MAX Light Rail operate over portions of Fifth Avenue. History has come full circle on this important downtown transit corridor. 🚊



*In the early 1900s street scene photographs were not “snapshots.” They tended to be taken on formal occasions that made lugging the heavy camera and equipment in use at that time worthwhile. Such is the case in this view looking north along Fifth Avenue at the intersection with Washington Street. From all the flags and bunting it is likely a holiday or during Rose Festival. The brand new Lipman Wolfe & Company department store, erected in 1912, is in the center background. At far left is the old Meier & Frank building, which will come down in 1913 to be replaced by a new terracotta store in 1915. On the right is the three-story Atchison Building, which housed Moore’s Restaurant and the New York Outfitting Company’s “5¢, 10¢ and \$1” store. Streetcars in view include “Toronto” No. 456 on the Portland Heights line, and two PAYE (pay-as-you-enter) cars on the Williams Avenue and Jefferson Street lines. Car 456 was built locally by the City & Suburban Railway Co. in 1902. Additional motors were added for hill work around 1913. The PAYE cars arrived from the American Car Co. in St. Louis between 1909 and 1911. Automobiles are now in evidence, like that fancy blue cabriolet crossing behind the Williams Avenue trolley.*



Depot & Jefferson line car 611 has stopped on Fifth Avenue between Madison and Jefferson streets next to the back entrance to Portland City Hall. No. 611 was a last series PAYE (pay-as-you-enter) car built by American Car Co. in 1911, not long before this picture was taken. It survives today in a Newport Beach Old Spaghetti Factory. In the background are the Goodenough, Corbett and Yeon buildings.



Mount Tabor car 563 is crossing Fifth Avenue on Morrison Street as it heads for its 11<sup>th</sup> Avenue and Hall Street terminus about 1923. The steps to the Pioneer Courthouse are in the foreground, and in the background are Meier & Frank, and Zorn's Hotel, an inexpensive rooming house that would be replaced by the H.S. Kress 5-10-25¢ store in 1928. Their roof sports a billboard for the Charles F. Berg Company.



*TriMet Type 1 LRV 113 at Beaverton Creek on March 30, 2026, three days before its last revenue run. (Mark Kavanagh photograph)*

## TriMet Type 1 Preservation & Parts Acquisition

*Mark Kavanagh*

Over the past several months, the Oregon Electric Railway Museum has undertaken a significant effort to secure and transport the remaining inventory of spare TriMet Type 1 light rail vehicle components. The materials came from Ruby Junction, Elmonica and the TriMet Materials Management Center on NE Columbia Blvd. They will play a critical role in ensuring the long-term operability of car 101, preserving its interpretive and operational value for many years to come.

The parts received encompass a broad range of electrical, mechanical, and control systems, including contactors, relays, switches, computer control cards, digital



*TriMet LRV Type 1 parts safely ensconced in the storage container at the Oregon Electric Railway Museum at Powerland Heritage Park in Brooks, Oregon. (Mark Kavanagh photograph)*



*TriMet Type 1 LRV 103 at the Hillsboro Airport/Fairgrounds station on March 26, 2026, one day before its final revenue run. (Mark Kavanagh photograph)*



*This Type 1 power truck being rolled off a trailer onto tracks behind the Oregon Electric Railway Museum car barn, is one of the larger “parts” we have acquired. (Mark Kavanagh photograph)*

displays, pantographs and pantograph bars, inverters, motors, brake system components, diagnostic and test equipment, and a complete spare power truck. Most small and medium sized components have already been sorted and placed in the storage container adjacent to the barn. Larger assemblies will be moved into the container as space is prepared in the coming weeks.

The museum extends its appreciation to TriMet for its support of this preservation initiative. We also acknowledge the volunteers who assisted with the retrieval, transport, and organization of the materials: Al Fisher, Evan Burroughs, Doug Artz, Bob Davidson, John Nagy, Gene Fabryka, and Mark Kavanagh. Their efforts have ensured that these critical components are now secured for future use. 🏠



One end of LRV 124 is covered in messages from the public near the end of the MAX Type 1 farewell party on the NE 11<sup>th</sup> Ave. spur on April 18, 2026. (Steve Morgan photograph)

## Disposition of the Final Type 1 LRVs

Mark Kavanagh

**O**n Saturday, April 18, TriMet hosted a public farewell event for the Type 1 LRVs at

Holladay Park, using the former Vintage Trolley spur track as the gathering point. Thousands of visitors converged on Car 124, covering its exterior with farewell messages and personal reflections. As it turned out, this occasion marked the final time a Type 1 vehicle operated on the MAX mainline.

The last Type 1 to operate in revenue service was Car 113, which

made its final Blue Line trip on April 2. The longest serving car in the fleet, Car 103, notable as the first LRV to roll onto the MAX tracks in 1984, completed its final run on March 27. Together, these milestones formally closed the operational chapter of the Type 1 era in Portland's light rail history.

On May 29, 2026, the last remaining Type 1 LRV on TriMet property, Car 122, was removed from Ruby Junction. The vehicle was separated into two sections and transported by flatbed trucks for incorporation into Afro Village, a cultural and community development currently under construction north of the Broadway Bridge at N. Larrabee Avenue and N. Dixon Street. As of this writing, installation of the car at the site has not yet occurred.

Car 101 entered public operation at the Oregon Electric Railway Museum on May 16 during the STEAM'd Up for Kids event. Its inaugural trip operated at full capacity, with standing room only. The car currently operates from the power feed just east of the speeder shed, westward across Powerland Boulevard to Brooks Depot, a distancer of approximately 800 feet.



1985-built car 124 leaving the site of the April 18<sup>th</sup> farewell event to return to the Ruby Junction carhouse. The empty LRV is turning onto Holladay Street from the former Vintage Trolley single-track spur on NE 11<sup>th</sup> as fans take photos of the last trip. (Steve Morgan photograph)

While Sydney open tram 1187 continues to support most summer operations at the Oregon Electric Museum, Car 101 will provide short demonstration rides on an intermittent basis as crews continue to work on the overhead for pantograph operation.

The introduction of TriMet LRV No. 101 marks an important milestone in the museum's ongoing efforts to preserve and interpret streetcar and modern light rail history.



LRV 101 unloading at Hopmere after its first revenue run at OERM on May 16, 2026.

**TriMet Type 1 Scrap Dates**  
*Sorted by Scrap date*

| Car # | Last in service | Scrapped   | Comment                                         |
|-------|-----------------|------------|-------------------------------------------------|
| 102   | Feb 2023        | 10/16/2023 | Scrapped – Never Refurbished                    |
| 108   | May 2023        | 11/1/2023  | Scrapped – (approximate date)                   |
| 106   | 9/26/2017       | 12/20/2023 | Scrapped                                        |
| 107   | 11/10/2023      | 2/1/2024   | Scrapped – (approximate date)                   |
| 104   | 7/4/2024        | 3/1/2025   | Scrapped – (approximate date)                   |
| 117   | 6/28/2024       | 3/12/2025  | Scrapped                                        |
| 118   | 5/2/2024        | 4/24/2025  | scrapped                                        |
| 105   | 3/16/2026       | 5/7/2025   | Scrapped                                        |
| 119   | 5/4/2025        | 6/5/2025   | scrapped                                        |
| 116   | 5/13/2025       | 6/12/2025  | Scrapped – Never Refurbished                    |
| 112   | 5/25/2025       | 6/26/2025  | Scrapped                                        |
| 125   | 6/6/2005        | 7/1/2025   | Scrapped – (approximate date)                   |
| 123   | 7/16/2025       | 8/20/2025  | Scrapped                                        |
| 126   | 7/17/2025       | 11/20/2025 | Scrapped                                        |
| 110   | 10/13/2025      | 2/3/2026   | Scrapped                                        |
| 111   | 12/4/2025       | 2/3/2026   | Scrapped                                        |
| 120   | 12/17/2025      | 3/31/2026  | Scrapped                                        |
| 114   | 12/22/2025      | 4/1/2026   | Scrapped                                        |
| 121   | 1/21/2026       | 4/2/2026   | Scrapped                                        |
| 115   | 3/11/2026       | 4/28/2026  | Scrapped                                        |
| 103   | 3/27/2026       | 4/29/2026  | Scrapped – Never Refurbished                    |
| 124   | 3/4/2026        | 4/30/2026  | At Last Run event 4/18/26                       |
| 113   | 4/2/2026        | 5/5/2026   | Scrapped                                        |
| 109   | 3/9/2026        | 5/6/2026   | Scrapped                                        |
| 101   | 6/2/2025        | Preserved  | To the Oregon Electric Railway Museum 7/17/2025 |
| 122   | 1/28/26         | Preserved  | To Afro Village 5/29/2026                       |



*Making what would be the very last trip in service by a Type 1 LRV, car 113 (coupled to car 246) was photographed westbound on the Blue Line at Sunset Transit Center on April 2, 2026. It is passing a Type 4 LRV on the Red Line. Apparently having developed a defect, 113 and 246 pulled in early from their run, entering Elmonica Yard around 2:30 pm. (Steve Morgan photograph)*



*Car 103 is eastbound on the Tilikum Crossing on March 23, 2026, during its last week of service. Almost 42 years earlier, it had been the first TriMet LRV to arrive in Portland. Note the electric bus wearing TriMet's current paint scheme at right. (Steve Morgan photograph)*



Car 103 on June 14, 1984, starting the very first powered test trip east of Gresham City Hall station (and running eastbound on the westbound track). This was just the second day of powered testing on the mainline. Note the original pointy-end stripes and the lack of crossing gates on the street. (Steve Morgan photograph)



An overly enthusiastic volunteer (your editor), decked out in an OERHS uniform, is handing out brochures and answering questions as Type 1 LRV 101 boards passengers at Yamhill Station on SW First Avenue and Yamhill Street during MAX opening day Sept. 5, 1986.



*The first LRV on the Westside MAX was a Type 1. Car 114 made the first tests of all new sections before the first Type 2 LRVs were ready. It is seen west of Murray Blvd. on August 26, 1996, the first day of testing east of 153rd. The Portland & Western Railroad spur is at left. (Steve Morgan photo)*



*Car 122, the last TriMet Type 1 LRV at Ruby Junction, is seen on May 28, 2026, the day before it was hauled away for display at the Afro Village cultural center under construction at N. Larrabee Avenue and N. Dixon Street. (Mark Kavanagh photograph)*

## Overhead Wire Conversion

Mark Kavanagh

**G**reg Bonn and Al Fisher have continued making significant progress on the museum's project to convert the overhead wire system for dual pantograph and trolley pole operation. Last year they completed the "sawmill" curve, allowing MAX car 101 to reach the Brooks Depot. Wire hangers were replaced so that pantographs safely clear the pull-offs.

The project is now nearing completion. Both the northeast and northwest curves have been fully

converted and the mainline wire frog from the yard lead has been updated. Work is currently wrapping up on the southeast curve. Once this final segment is complete, the PGE flume car will be used to tow an unpowered Brussels tram with its pantograph up to verify clearances. A powered test with the MAX car will follow.

We can always use help with tasks like this at the Oregon Electric Museum. Members wishing to assist with the final stages of this project are encouraged to contact Mark at [mark@oerhs.org](mailto:mark@oerhs.org) to coordinate schedules. 🚃



*Closeup of the yard switch frog showing the addition of pantograph-capable bars. (Mark Kavanagh photograph)*



*View of the Oregon Electric Museum mainline overhead wire at the yard switch. (Mark Kavanagh photograph)*



Vintage Trolley battery car No. 514 after weathered paint had been scraped. (Gage Geist photograph)



VT 514 was ready for service after receiving a new coat of paint. (Gage Geist photograph)

## Summer WST Operation Has Finally Begun

Gage Geist

**T**he annual inspection of battery car 514 has been completed and the ends of the car scraped and given a fresh coat of paint in preparation for the 2026 season on the Willamette Shore Trolley.

As of the first weekend in June No. 514 was once again in good shape following three major issues that halted operation on the first two scheduled weekends. Revenue service during the Memorial Day weekend had to be cancelled pending the installation of a new inverter. Once that was accomplished, we were set to open the following weekend but ran into another issue with the trolley on the first run and had to cancel the remainder of the weekend.



Chris Cox, Jay Weitman, and Ethan Perkins clear brush from the WST Carolina Street siding (Gage Geist photograph).

Our maintenance team worked hard to get the car back up and running again, and just in time, because tickets were selling out quickly as trolley 514 returned to regular service.

Due to the recent protests at the ICE facility near the WST Portland terminus, trolleys are now stopping about a block short of the station. Bob Davidson and I built a small platform to serve as a temporary loading/unloading spot.

At the other end of the line Theo Clarke, Bob Davidson, and Rod Cox repaired seven benches for the Lake Oswego platform. The wood on these old seats had rotted away and it was time for a refresh.

In the meantime, the maintenance team has been busy brushing the entire six miles of the line. It is a never-ending job during the spring and summer months.

We are excited to welcome four new members to our team. They are now training to be motormen. 🚃



*Bob Davidson installing the new temporary platform at what is known as the "Tesla Crossing" due to the nearby service center. (Gage Geist photograph)*



*Gage Geist and Bob Davidson pose with a new WST sign directing passengers to the temporary northern terminus*

## 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>          |
|-------------------------------------------------------|----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| <b>Endowment Fund</b>                                 | Endowment Fund       | <i>Helps create an endowment fund to support operations, staff (future) and general projects</i>                                                                                                                                       | \$ _____               |
| <b>Board Fund</b>                                     | Unrestricted Funds   | <i>Allows Board to allocate funds as needed (Projects, events, car acquisition, etc.)</i>                                                                                                                                              | \$ _____               |
| <b>Capital Projects</b>                               | Phase 1 Yard Project | <i>Build a permanent switch yard (~11k)</i>                                                                                                                                                                                            | \$ _____               |
|                                                       | Carbarn #2           | <i>Build the 2<sup>nd</sup> 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>                                                                                                            | \$ _____               |
| <b>Restoration Projects</b>                           | Buy Concrete         | <i>~\$120/yd<sup>3</sup> 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 &amp; 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) &amp; locos 254 &amp; 401</i> | \$ _____<br>Car: _____ |
| <b>Specific Items:</b><br><i>(Donate items or \$)</i> | Uniform Parts        | <i>Hats, pants, vests &amp; jackets for volunteers</i>                                                                                                                                                                                 | \$ _____               |
| <b>Name Your Project</b>                              |                      | <i>Do you have an idea you would like to see done? Tell us about it!</i>                                                                                                                                                               | \$ _____               |
| <b>TOTAL</b>                                          |                      |                                                                                                                                                                                                                                        | \$ _____               |

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

Name \_\_\_\_\_ Date \_\_\_\_\_ Cash \$ \_\_\_\_\_ Check \$ \_\_\_\_\_

Credit Card: \$ \_\_\_\_\_ Visa ☐ MasterCard ☐ American Express ☐ Discover ☐

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**THANK YOU!**