



### IT IS DUES TIME!

If you have not yet paid your 2021 dues, please send them in soon. They are due on Jan 1. You can pay online or download a membership form at [http://oregonrolley.com/join\\_2021](http://oregonrolley.com/join_2021).

#### In This Issue

Piedmont – North Portland's Car barn – <i>Richard Thompson</i> .....	1
Oregon Electric Railway Historical Society News.....	2
First Holiday Sparkles Event a Success – <i>John Nagy</i> .....	7
Willamette Shore Update – <i>Dave Rowe</i> .....	9
Work at the Museum – <i>Greg Bonn</i> .....	11
Grants Report – <i>Gene Fabryka</i> .....	13
Annual Meeting Report – <i>Mark Kavanagh</i> .....	13
Donation Request .....	14

## Piedmont – North Portland's Car barn

*Richard Thompson*



*It must be rush hour because two carmen are conferring in front of empty bays A, B, C, and D in this undated picture taken at the Piedmont Car barn on the corner of N. Killingsworth Street and N. Mississippi Avenue*

*Oregon Historical Society*

The Piedmont Car barn was among Portland's longest-lasting railway facilities. Its construction began in 1904, although completion of the first phase was delayed until 1905, while the new Portland Consolidated Railway Company finalized plans for the merger of the City & Suburban and Portland Railway companies. Their new carhouse, which combined the functions of the City & Suburban's Albina Barn and the Portland Railway's Woodlawn Barn, was described by *The Peninsula* magazine as the largest and most completely equipped car barn in the Northwest.

As originally constructed, Piedmont Car barn was 432 feet deep and 96 feet wide, and occupied the entire block bounded by N. Killingsworth Street., N. Michigan Avenue, N. Jessup Street and N. Mississippi Avenue. Each of its four bays, A, B, C and D averaged less than 50 feet in width. Bays

C and D were shorter than the other two, extending only one-half the length of the block.

The original barn was of wood frame construction with corrugated iron walls and tarpapered roof. The headquarters building in the southwestern corner of the block was nicer in appearance, with drop wood siding and a bay window for the superintendent's office. He presided over what became one of the three city railway divisions (the other two being the Ankeny Car barn on SE 28th Avenue and Burnside Street and the Savier Car barn on NW 23rd Avenue and Savier Street)

At first the west bay, bay A, included an electric substation, consisting of control switchboards, a motor generator set and hundreds of glass storage batteries. These Edison batteries had been placed there after the recently electrified St. Johns Line was found to be underpowered.

*Continued on page 3*

# Oregon Electric Railway Historical Society

## Officers

President	Eugene Fabryka
Vice President	Richard Thompson
Secretary	Mark Kavanagh
Treasurer	John Ballentine

## Trustees

Carolyn Vernon	John Ballentine
Mark Kavanagh	David Harold
Gene Fabryka	Suzi Jones
Richard Thompson	John Nagy

## Other Positions

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

## Membership

If you have overlooked paying your dues for 2020 or did not realize that 2021 dues come due on Jan. 1 this is your reminder. Memberships should be renewed on January 1st each year. 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, 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](mailto:transfer@oerhs.org) or postal mail to the museum address below.

Please send any change of address, your dues and donations to:

Oregon Electric Railway Historical Society  
3995 Brooklake Rd. NE  
Brooks, OR 97303  
Phone: 971-701-6327  
[www.oregonrolley.com](http://www.oregonrolley.com)

## 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?

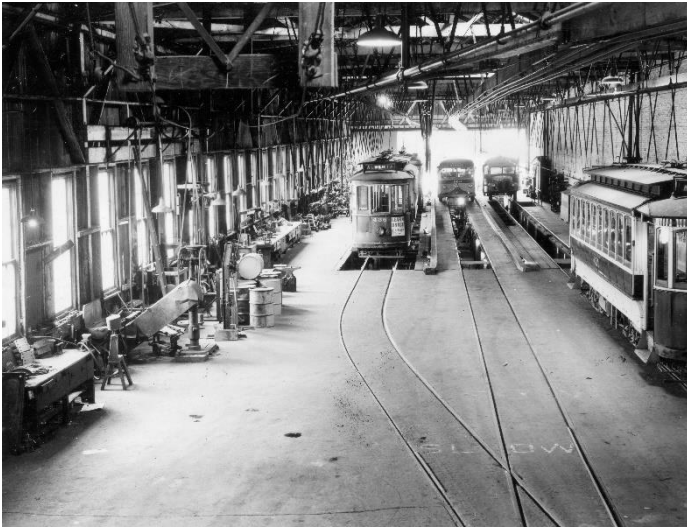
Volunteers are needed - no experience is necessary - just a passion for trolleys! We can train you in any volunteer positions that meet your interest. Please come out to the museum and lend a hand. For the weekday or Saturday projects, contact Greg Bonn at 971-344-0755. For motorman, conductor and station agent training at the museum, contact Ken Peters at [kennethipeters@msn.com](mailto:kennethipeters@msn.com) or 503-646-5034. If you wish to volunteer for the Willamette Shore Trolley, call David Harold or Jan Zweerts at 503.697.7436.

## How we deliver *The Transfer* 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: [oregonrolley.com/transfer](http://oregonrolley.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.



The roof of an 800-series Broadway car peeks from behind Alberta Line No. 436 in this World War II scene inside Piedmont Car barn bay A. In the right background are bus 206 and a Reo shipyard bus.  
 Author's Collection

## Piedmont Car barn from p. 1

When the last steam dummies in Portland were replaced in 1903 the St. Johns Line became the first electrified line on the Portland Peninsula. Even though passengers had to transfer to reach St. Johns it was also considered to be an extension of the Portland & Albina Line, the first electric streetcar line in the state.

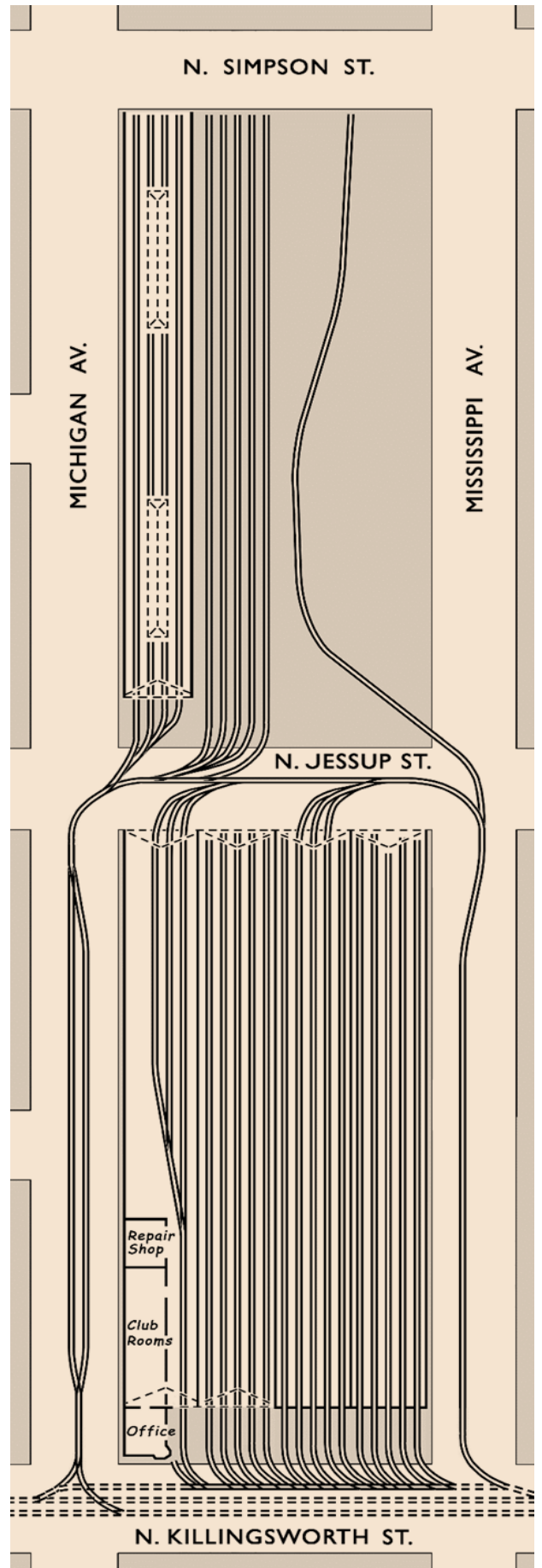
In 1907 the substation was removed from the Piedmont Car barn and the space remodeled for use as employee club rooms. This was an important addition since 300 men were assigned to Piedmont Division.

Around the same time bays C and D were extended for the full length of the block, brick fire walls constructed



Furnishings in the reading room on the second floor of the Piedmont clubhouse included carpets and a piano.

Portland Carman







*In this early 1900s view taken in front of the Piedmont Car barn St. Johns Line car 603 (later renumbered in the 190s) and an open trailer are still lettered for the Portland Railway Company*  
 Mark Moore

between all bays, and the original north-facing wall, with its elegant arches, replaced to make room for a new water tower and an oil storage room.

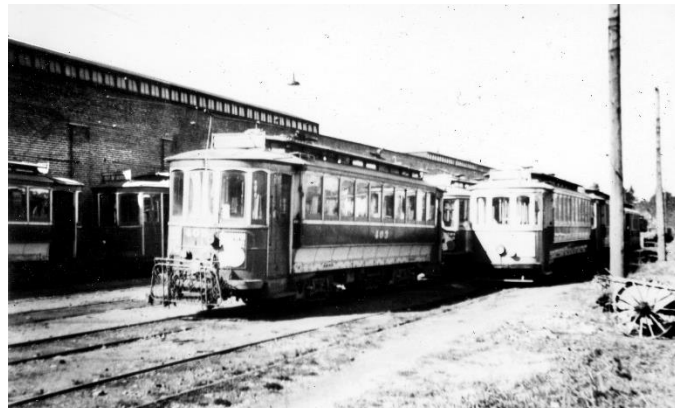
During 1910-11 a block-long brick car barn, encompassing bay E (referred to as bay AA on blueprints), was built on the west side of the block located to the north of the original barn. It had been planned as a two-bay barn, but only a single bay was built. Instead, the vacant land to the east, along N. Mississippi Avenue between N. Simpson Street and N.

Michigan Avenue, became a five-track storage yard. A long, curving, test track was also located here.

Local trackage was changed during construction of the Piedmont Car barn. Rail was laid on N. Killingworth Street from N. Williams Avenue to N.E. Union Avenue to connect the former Portland Railway system with that of the old City & Suburban Railway and provide access to the new car barn complex. The 1918 Portland Railway, Light & Power



*This 1940s view of cars 482, 402 and advertising car 123 in the Piedmont Yard shows the small barn added in the 1910s.*  
 Charles Hayden



*Car 400 and mates in the storage yard alongside Bay E, at the Piedmont Car barn.*  
 Charles Hayden



Shop employees pose with streetcars in front of the original north wall at the Piedmont Car barn. Author's Collection

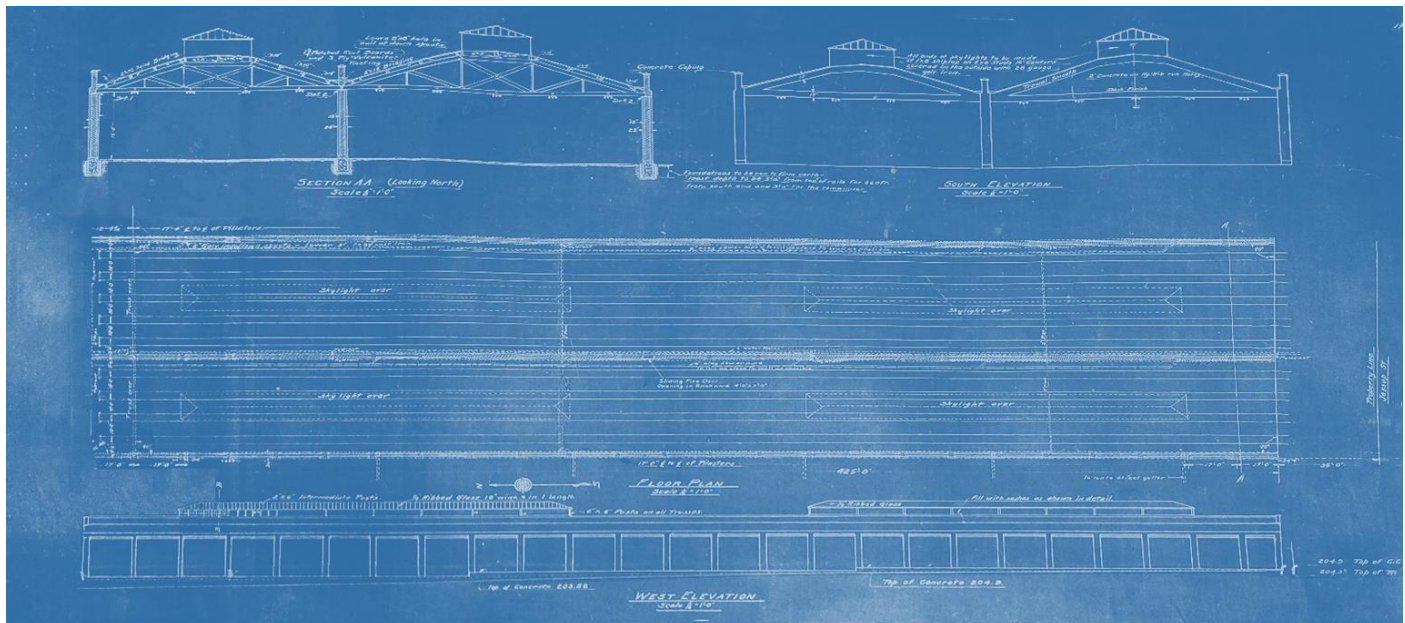
Company (PRL&P) track map shows tracks completely circling the car barn via N. Killingsworth Street., N. Michigan Avenue, N. Jessup Street and N. Mississippi Avenue.

In its heyday, the Piedmont Car barn was home to the streetcars of eleven lines serving North and Northeast Portland, including Alberta, Woodlawn, Williams Avenue, St. Johns, Mississippi Avenue, Vancouver, Broadway, Irvington, Russell-Shaver, Kenton-Stockyards and Municipal Terminal. In later years, trolley coaches for North End lines were also housed here.

After Piedmont Division closed in 1958 the property was sold to the Albertson's chain. The author remembers shopping there during the years he lived in North Portland. Today the supermarket is long gone and most of the former Piedmont Car barn site is taken up by a parking lot and a fire station. 🚊

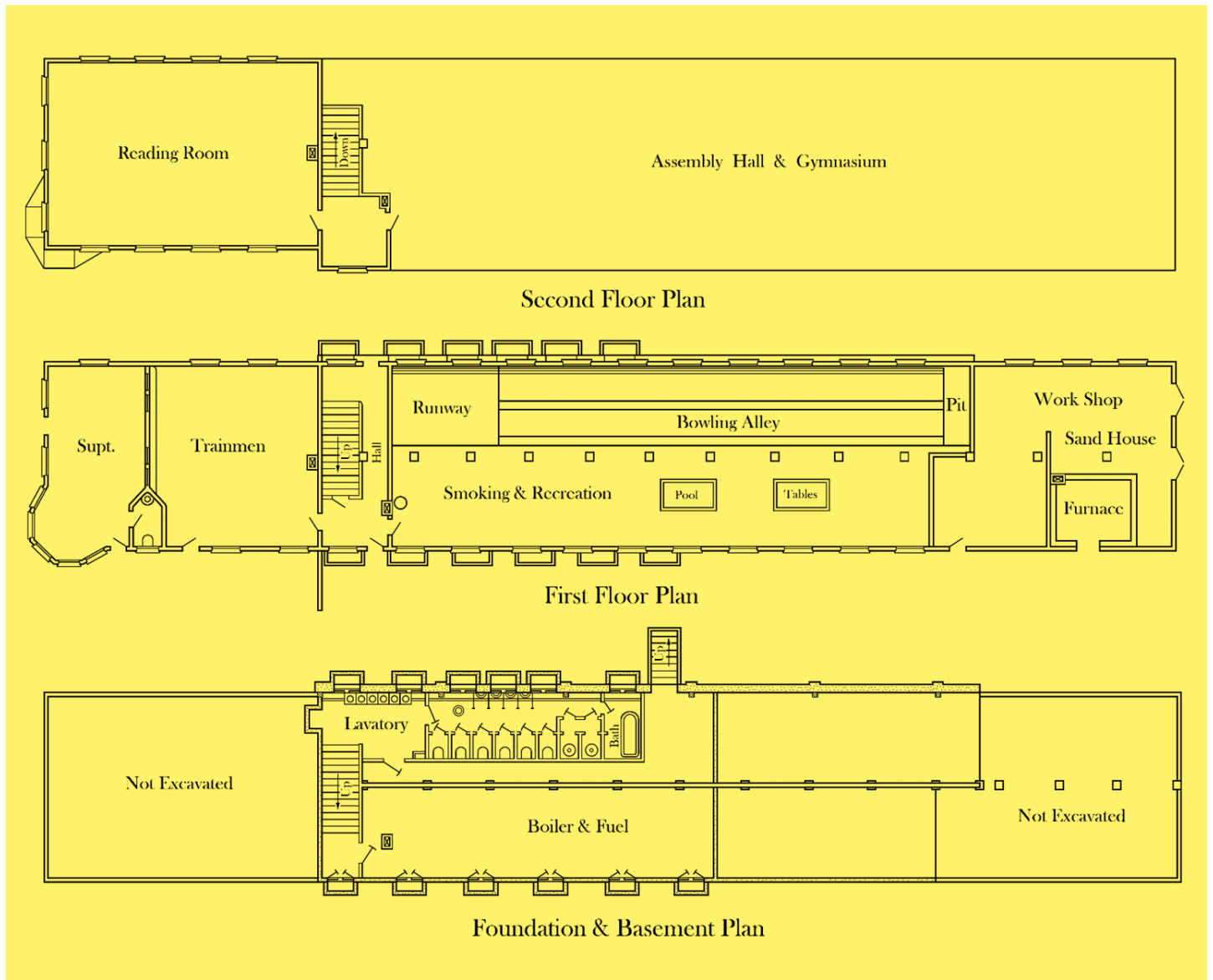


Piedmont Division conductor Carl Keller is seen on N. Killingsworth and Albina, Unfortunately, Keller, a disabled WWI veteran, suffered a seizure and fell to his death from a Union Avenue streetcar. Author's Collection



This 1911 blueprint for the second car barn at Piedmont shows bay E and a second bay that was never built.





*Piedmont Car Barn office and club house floor plans include a reading room, gym, bowling alley and pool tables. (redrawn from 1908 Street Railway Journal)*



*Alberta Line cars 800 404 403 and 431 in Piedmont Car Barn bays C or D during the 1940s. All survived until 1948. Author's Coll.*



*Cars 530, 563, 564 and trolley bus 137, await their fate on Sept 6 1949. Note that bay B is enclosed. Author's Coll.*

## First Holiday Sparkles Event at Powerland a Success

John Nagy



The "Trolleyville" display was sponsored by the OERM

John Nagy

New events offer excellent exposure to the attractions of the Oregon Electric Railway Museum and the Willamette Shore Trolley. They are also a source of much needed funding. Your Board and the Powerland Board are continually looking at potential new events and this year the COVID-19 situation made this even more imperative (and challenging). As a result, we were able to initiate some new drive-thru events this year at Powerland, including the Holiday Sparkles at Powerland.



The antique fuel delivery truck

John Nagy

The concept was to have a holiday light show that the public could drive through, see Santa waving (from a safe distance) and hopefully get enticed to come back to Powerland for other events. Each museum that participated would get a portion of the proceeds so there was a lot of incentive to put



Vicki Fabryka is dressed as a snowman

John Nagy

together a great display and get the word out. Since this was the first year for this event, we were not sure how extensive the displays would be so decided to make the event free with an opportunity for attendees to donate at the end if they so desired. Luckily, multiple museums (including the OERM) put on displays and some of them were pretty extensive.



Joyce Nagy is using the forge

Jan Hofmann

Though there were not funds for advertising, the turnout was great – in spite of the fact that many of the nights were very rainy. The attendees enjoyed it and were very generous. Over the course of six nights there were 751 cars and the gross revenue was \$6953.27. \$3500 of the revenue was donated to the Santiam Canyon Relief Fund. We want to thank members Mark Kavanagh, Gene & Vicki Fabryka and John & Joyce Nagy for loaning and donating lights & displays (including cords and timers) as well as staffing the event.



The Holiday Sparkles event has incredible growth potential and is likely to become a major fundraiser for the participating museums. While volunteer time is needed to setup the lights and displays, it takes relatively few folks to staff the nights of the event itself, so it is a relatively easy event to put on. In the future, not only could we light up trolleys and our station, we could add night time trolley rides, visits/pictures with Santa and much more. We are looking forward to next year's event so let's start planning now. If you have lights, displays or decorations that you would like to donate/lend, or if you would like to help plan or staff the 2021 event, please contact me at [john.nagy@oerhs.org](mailto:john.nagy@oerhs.org). 🚊



Truck Museum's log truck parked at entrance to entice visitors  
John Nagy



The Blacksmith Shop

John Nagy



The Country Store

John Nagy



Truck Museum's Tank Truck

John Nagy



The Tractor Display

John Nagy



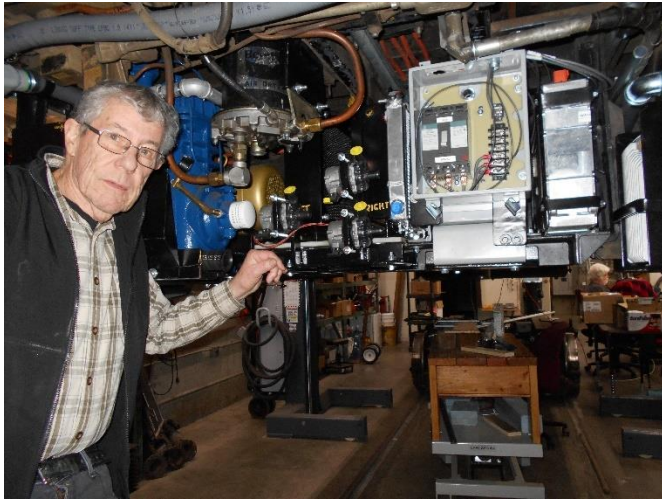
Willow Creek Railroad's Display

John Nagy



# Willamette Shore Update

*Trolley Dave Rowe*



*Pictured with Dave Rowe from left to right in the "B" end of Trolley 514 are Air Compressor, 208 VAC motor, Air Dryer, 3 coolant pumps, 2 radiators with fans, Isolation transformer, 208 VC to 750 VDC battery charger, and DC to DC converter. These components had to fit in a very confined space yet needed to be removable as individual components for ease of maintenance.*

*David Rowe*

When we began the trolley battery conversion project in January 2019, I thought it would take 12 to 18 months to complete one trolley car. Now we believe the trolley will be ready for testing and service by Summer 2021 after 2 ½ years of toil. This project has been a design-as-we-build effort. The focus has always been on trolley safety, reliability, and maintainability.

The opinion of other transit vehicle engineers was that the cost for a professional engineering and planning study alone would be over one million dollars. When Kevin and I

complete conversion of Vintage Trolley 514 to a self-contained battery-powered and electronically controlled trolley the cost will be less than \$400,000. The project has been generously funded by grants from companies such as Murdock Memorial Trust, Naito Inc, other corporations, and individuals.

It is hard to imagine that Kevin Reilly and I, with EVDrive.com, have been working on the Battery Project for two years. Kevin has been renting a bedroom in Beaverton and I have been driving 70 miles round trip from Battle Ground or taking commuter bus. I have logged 889 commuter hours, with 26,505 car miles, since January 2019. The commuter bus connection worked well for me until the Covid-19 pandemic hit last spring. Kevin has tallied his commuter expenses for the last two years at about 15,000 miles.

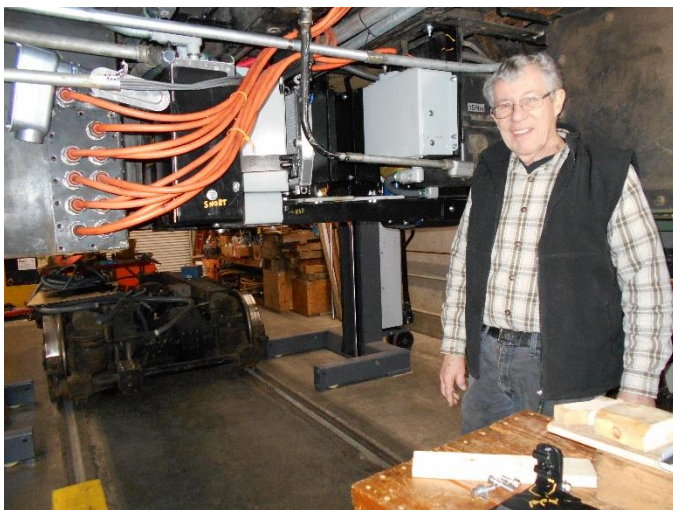


The SP wigwag before restoration.

*David Rowe*

A second project has been restoring an historic wigwag crossing signal on the Willamette Shore Trolley mainline. It is one of the last remaining Southern Pacific Railroad wigwags. This type of signal was invented in 1907 by J.P. Hunt, working for the Pacific Electric Railroad. At least 1,000 wigwags were used on the Southern Pacific.

Rod Cox and his MOW crew decided that the wigwag at Riverwood Road crossing needed restoring after many years of service. The signal was removed, and Dave Rowe disassembled it in his shop in Battle Ground, WA. The dented sheet metal was replaced, and buck riveted together as originally assembled. Rod Cox painted and lettered the banner. It has been remounted at the Riverwood crossing on the WST mainline. 🚃



*View of components from the "A" end of Vintage Trolley 514*

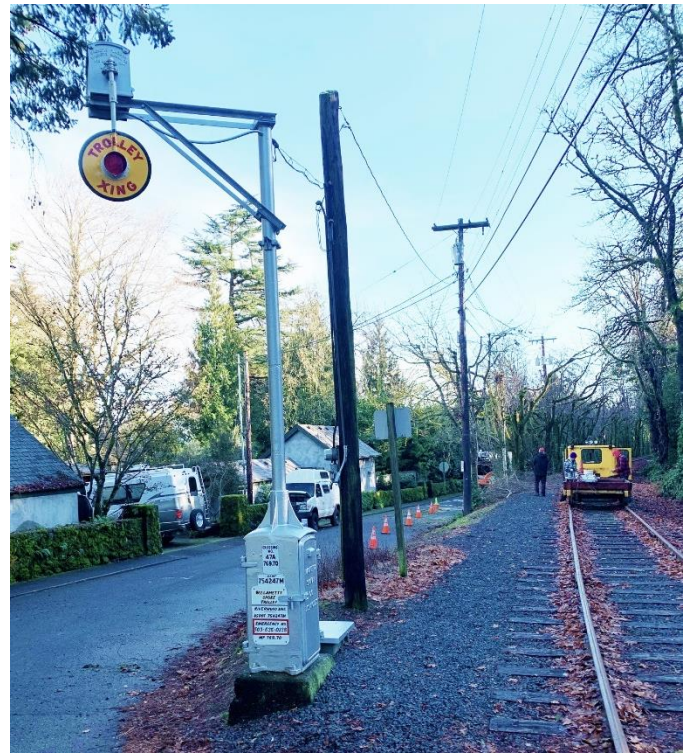
*David Rowe*





The SP wigwag under restoration on the bench in Battle Ground.

David Rowe



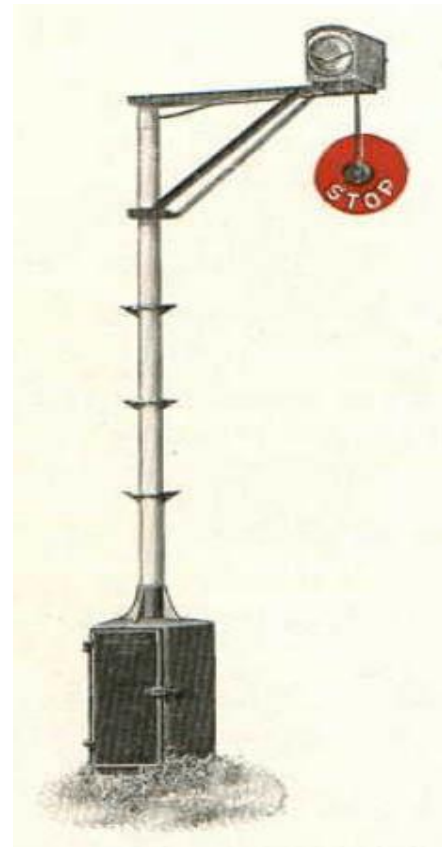
Ken Peters, Harley Cornwall and Rod Cox admire the restored wigwag and repainted mast at Riverwood Road from the Fairmont MT 14 speeder in the background.

David Rowe



The repainted wigwag.

David Rowe





# Work at the Museum

Greg Bonn



My first view of the MP 60 boom lift in the state surplus yard.

Greg Bonn

## “Simon” Joins the Overhead Line Crew

The most difficult part of working on the overhead wire is the fact that it is suspended nearly twenty feet above the top of the rail. At that height, even a small job can be a little intimidating to most volunteers. In the early days, much of the work was done from the roof of a streetcar or a ladder propped against the pole. In time, the museum acquired a ladder truck, and later, a Hi-Ranger truck. They were used to construct not only our overhead system but the car barn as well. As time went on, both of these trucks have become unusable, either due to mechanical issues or safety concerns. The Hi-Ranger hit 50 years old this year, the ladder truck turned 52.

Three weeks ago, while I was cruising through the aisles at the State Surplus warehouse in Salem and seeing nothing to get real excited about, I decided to go out into the vehicle and equipment lot to see some of the more expensive items we don't need but are sometimes fun to look at. It was there in the



Testing Simon's platform rotation and levelling features.

Greg Bonn

back lot that I met Simon for the first time (although I had been told it might be coming in sometime that week). I immediately decided it would be the perfect addition for our line crew. But there might be problems getting our hands on it.

Let me tell you a little about Simon. Simon is a model MP 60, propane powered, four cylinder, self-propelled, sixty-foot telescoping work platform. As far as work equipment goes, this is what dreams are made of (for some of us anyway) and it had only 788 hours showing on the meter. The problem



Close-up of the work platform.

Greg Bonn

was, we were not on the list. A problem that was remedied as fast as it took to run (gimp) to the sales office. However, we were far from the top as lists go. A little dignity was lost that afternoon as I plead the case that the museum really, really needed this lift.

That week went by rather slowly but included another visit with the machine to get a better look and to check some details (needed so I could sleep at night). I was a little disturbed that a price had not yet been placed on it, but I held out hope that, if it were made available to us, the cost would be reasonable.

The following week, Gene and I went to the warehouse to load a new (to us) horizontal metal cutting bandsaw and to check to see if Simon was still there. To our surprise, it was. But still no posted price. I had not received a call before the week was out, so I was fairly sure we had lost out to another agency. It had been a week full of planting line poles and dropping trees, so my depression wasn't deep.

The following Monday, as I was checking e-mails and making calls, Joe Mannion, our contact at State Surplus, called to ask if we were still interested in the lift. After verifying that I was indeed awake, I asked what one would have to give to own such a marvelous machine. His answer had me believing that I was really still asleep (having spent a little time over the previous weeks researching the value of an MP 60 with only 778 hours on the meter). Without waiting for the dream to end, I answered his initial question with probably a thousand yesses before letting him know that I would be down to sign the paperwork. I wasn't thinking that I may have been too hasty in



*New concrete parking lot with reserved handicapped parking.*

*John Nagy*

committing, but that burden was lifted a couple of phone calls later. The next hour was spent lining up transportation with Snowman, our friend at BC Towing in Salem. The move was scheduled for that Wednesday.

The next two days were like waiting for Christmas and on Wednesday I started gathering the items needed to bring Simon back to life. He had been “mothballed” at some time, all of the fluids had been drained, the batteries and the propane tank removed, and the hubs set for towing. Simon arrived at the museum around 4 p.m. and was promptly unloaded.

Thursday was spent working on the engine, flushing the crankcase, changing the oil filter, filling with new oil and anti-freeze. A quick trip was made to the Woodburn Napa store for 15 gallons of hydraulic fluid. I had put a couple batteries on charge the day before and now was time to install them and see what would happen. With crossed fingers, I turned the key and the engine spun over but did not start. I was tickled. So far, so good. Now was time to grab the tank of propane from the forklift and see if the engine would start. I went home a little disappointed, tired but hopeful.

Friday was the day of reckoning after spending the night making repairs mentally to discover the reason why Simon wouldn’t “fire up.” I had come up with an idea after noticing some alterations in the wiring to the propane system and after rerouting and connecting a wire to the proper terminal, the engine was started and ran beautifully. The next few hours were spent purging the air from the hydraulics and testing system functions. Except for a couple minor (repairable) hydraulic leaks, Simon is fit for duty. Pole replacement was just the tip of the iceberg, as far as the overhead rehabilitation goes, and Simon will make the rest of the project easier and safer for the overhead crew.

## Carbarn Upgrade Nearly Complete

2020 turned out to be the perfect year to upgrade the occupancy level in the carbarn. With the restrictions due to the Covid-19 pandemic, volunteers were able to concentrate time and effort, usually spent on operations, to complete the work required to upgrade the carbarn to allow for much larger tour groups and public functions such as future Halloween events.

The upgrade included adding emergency exit doors to three corners of the building, concrete exit pads and walks and a concrete parking lot with reserved handicap parking. The



*New emergency exit with diamond plate and concrete ramp.*

*John Nagy*

occupancy upgrade also included lighted exit signs at the corner doors and at either end of the public aisles. The exit lights have battery backup with emergency lighting that will activate if the power to the building fails. Also required is the installation of emergency lighting in the public aisles as well as the side aisles. At the same time, all of the old metal halide fixtures were replaced with quiet, efficient LED lighting to save on energy costs and the sanity of carbarn tour guides and docents.

All the upgrades to the building were just a part of the project, the toughest requirement on the list for increasing carbarn occupancy was cleaning out or reorganizing twenty-plus years of accumulation that existed in the building. This was necessary to maintain a minimum three feet of aisle space, not just in the public passages, but the side aisles as well where, until the new lighting was installed, few dared to roam.

As of this writing, nearly 500 feet of conduit and fittings, over 1,000 feet of wire, and many hours on ladders and the scissor lift were needed to complete the electrical requirements of the project. The remaining fixtures will be arriving mid-month and installed in time for our final inspection before the end of January. 🚗



## Grants Update

*Gene Fabryka*

Grant writing has been a behind the scenes effort that helps make museums like ours possible. With the COVID-19 virus shutting down museums, finding ways to raise funds is critical to our survival. Fortunately, the CARES Act is offering grants for operating costs for museums affected by COVID losses.

We have qualified for those grants for our operations at Powerland Heritage Park and at the Willamette Shore Trolley. So far, we have received funds from these sources:

- Marion County, \$5,000 (with approval for an additional \$3,700)
- Clackamas County, \$2,500 (with approval for an additional \$4,999)

I am applying for additional funds as new rounds of grant money become available. This money goes into the general fund to help pay for operating costs such as utilities and insurance.

Grants for operations are rare, most grants are for funding projects, programs, and events. The challenge is to match our needs with the goals of a grant provider. Once that is done, we need a project plan and a project manager who will ensure that the project is completed within the allotted time. Since application times for grants are generally open only once a year, planning for and waiting to see if a grant is awarded can be a year-long process.

Other grants that I am working on are for the track upgrades for the car barn yard (\$1,500 has been approved by Marion Cultural Development Corporation), and to put together the Powerland Halloween event.

The grant committee is staffed by Gene Fabryka and John Nagy, with John Ballentine providing technical support. If you are interested in assisting in the grants process, please contact any of the above.

## Annual Meeting Report

*Mark Kavanagh*

The OERHS annual meeting was held on November 14th. Zoom Videoconferencing was used due to the pandemic situation. 25~30 people were online using webcams. We reviewed mail-in Election results. 39 valid Ballots were cast out of 70 eligible voters. This was a 55.7% turnout, which meant the vote is valid. The new bylaws proposal passed with approval of 94.9%. (the tally was Yes: 37 and No 2).

2020 Officers are (there were no write-ins for officers):

- President: Gene Fabryka 38 votes
- Vice President: Richard Thompson 38 votes
- Treasurer: John Ballentine 38 votes
- Secretary: Mark Kavanagh 38 votes

Votes for the three open trustee positions were:

- Suzi Jones: 39 votes (Position 1)
- John Nagy: 38 votes (Position 2)
- Richard Thompson: 37 votes (Position 3)
- Bill Binns: 1 write-in vote
- Ken Peters: 1 write-in vote

We reviewed the treasurer’s report and the secretary’s reports for 2020 up to the end of October. Photos of the following projects were shared: WST Mileposts, WST Batter Project, Museum Pole Project, and rebuilding the yard.

The meeting concluded with a presentation of the Oregon Electric Railway history through photos and newspaper clippings given by Mark Kavanagh.

We want to thank everyone who attended!



*Screenshot of Dick Thompson, Mark Kavanagh and David Harold participating in the 2020 annual meeting Zoom conference.*  
*Mark Kavanagh*

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

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

**Did You Know?**

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

### Donation Opportunities

<b>Endowment Fund</b>	<u>Items</u>	<u>Description</u>	<u>Amount</u>
	Endowment Fund	<i>Helps create an endowment fund to support operations, staff (future) and general projects</i>	\$ _____
<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 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 (snowsweeper) &amp; locos 254 &amp; 401</i>	\$ _____ Car: _____
<b>Specific Items:</b> <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

Card # \_\_\_\_\_ Sec Code \_\_\_\_\_ Expires \_\_\_\_\_ Signature \_\_\_\_\_

**THANK YOU!**