



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://oregontrolley.com/join>

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## Streetcars & Interurbans of Walla Walla

By Mark Kavanagh



The November 1906 issue of Up-To-The-Times Magazine captioned this picture, "Walla Walla's First Trolley Car." It was a 28' single truck Brill semi-convertible. In addition to their first car, the Walla Walla Valley Traction Co. roster in 1907 included two combines, three double truck semi-convertibles, and two trailers. The rudimentary half-toning gives this illustration an impressionistic look. (Photo colored by Richard Thompson)

In 2020, I made a road trip around the perimeter of Oregon. What else could we do in COVID times? One of my recent goals is to document the remnants of streetcars and interurbans of times past. A couple of *Transfers* ago, I covered the Clarkston, Washington-Lewiston, Idaho system. I will cover Boise in a future issue. Today the focus is on Walla Walla and down into Milton-Freewater, Oregon.

The Walla Walla region is noted for agriculture, including fruit groves, Walla Walla Sweet Onions, and many other

products. Railroads and electric railways were built to link the valley's rich resources with the rest of the nation.

Walla Walla is a native term for the area meaning Many Waters. When Lewis and Clark traveled through the region in 1805 the local tribe told them the river's name was "Wallah Wallah," so the duo named the river and the tribe as such. In 1856, Fort Walla Walla was established about 20 miles east of the current city. The city was first named Steptoeville after the

*Continued on page 3*

# Oregon Electric Railway Historical Society

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## 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.oregontrolley.com](http://www.oregontrolley.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: [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.



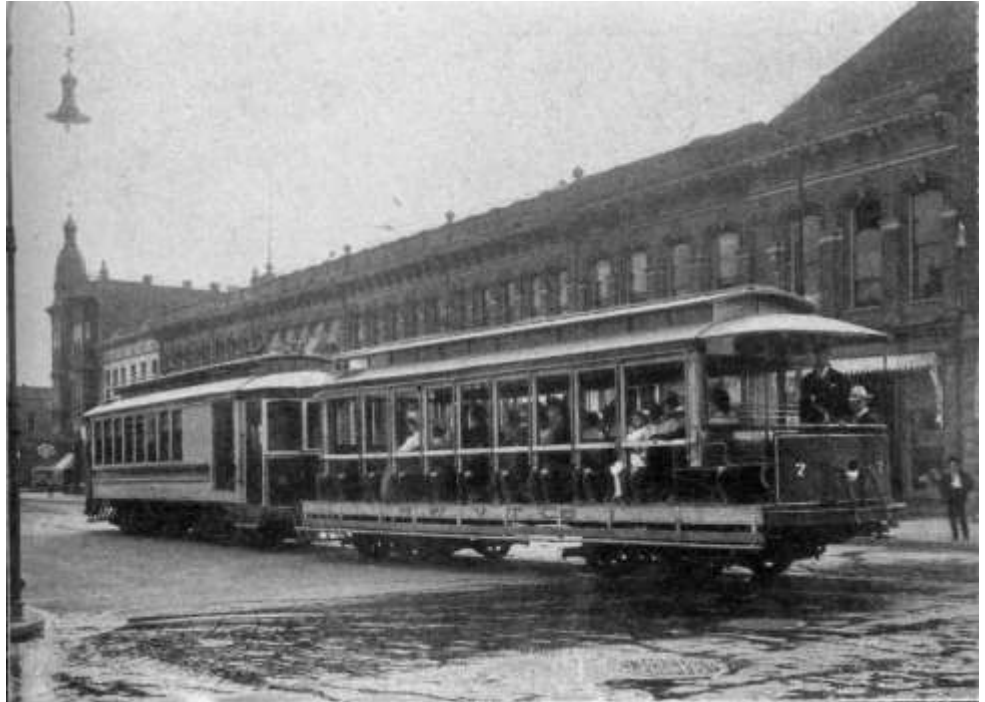
## Walla Walla Streetcars

from p. 1

officer in charge of the fort. The city's name was changed to Walla Walla in 1859 when that officer lost a battle with the natives. Recording artist, Al Jolson, was noted as saying, "Walla-Walla is a city so nice, they named it twice".

Milton-Freewater, Oregon was initially two separate towns that merged in 1951. The area was settled first in 1868, with Milton being incorporated in 1873. Its name origin is not clear. Freewater was allegedly named to entice new settlers with free residential water rights. There were other proposed names for the town, such as New Walla Walla or Wallaette. Like Walla Walla to the north, the area is heavily dependent on agriculture.

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WWVT trolleys are boarding passengers for Meador Park on the Walla Walla River. No. 2 is a Brill combine and No. 7 an open trailer popular for excursions. (Up-To-The Times photograph)



Postcard scene of Walla Walla Valley Traction Company streetcar on Main Street in downtown Walla Walla. The building with the distinctive tall tower at right is the 1890 vintage Rees-Winans Block at Second Avenue and Main Street.



A Walla Walla Street Railway & Investment Company horsecar is seen here in 1890. The pioneer line ran along E. Main Street between Second Avenue and Park Street.

The first street railway opened in Walla Walla in 1889 as a horsecar line, but it did not last long, closing in 1890 after four miles of track had been built. There was a false start in building an electric line in 1902. But it wasn't until 1906 that electric trolley service started running on the streets of Walla Walla. By 1908 there were 12 miles of track and three streetcar lines serving the city.

Next up was the cross-border interurban line, which opened in 1907. In addition to serving the city for which it was named the Walla Walla Traction Company now linked Walla Walla to the cities of Milton and Freewater in Oregon.

Newspaper articles in *The Evening Statesman*, *The Lewiston Evening Teller*, and *The Spokesman-Review*, from 1907-1909, show the interurban had large aspirations. There were plans to extend to Dayton, Washington, and even as far east as Lewiston, Idaho. There were also talks of extending the line west to Wallula to access Columbia River steamers. Rumors had it that the traction company was surveying a route south to Pendleton, Oregon. The right-of-way had supposedly been secured from farmers residing in Umatilla County. However, none of this would come to pass.

The city streetcar had six cars in 1906. They were converted to single-man operation in 1916. By 1918 there were 10 cars, all semi-convertibles, running. At its peak, the interurban line had two passenger cars and two combines holding down passenger service while box motors handled the freight.

Like many streetcar systems, this one did not make money. The city railway's first abandonment occurred in 1920 when the Prospect Heights

and East Walla Walla Lines shut down. The last streetcar line, to City Park, closed in 1926.

By 1922, the Northern Pacific Railroad had acquired the traction company. The NP was more interested in moving freight than people. They discontinued interurban passenger service in 1931. However, the electric freight service was kept in operation.

When the electric locomotives were retired in 1950 the line continued under diesel operation. It operated well into the 1970s according to a December 1975 article in *Traction & Models Magazine*. By then the NP had been absorbed into the Burlington Northern. In 1985, as freight traffic declined, the BN finally abandoned the line.

For a more detailed account of the history of Walla Walla Valley Traction history, please refer to member Richard Thompson's book "Lost Oregon Streetcars." There is an entire chapter dedicated to the system due to its Oregon connection.

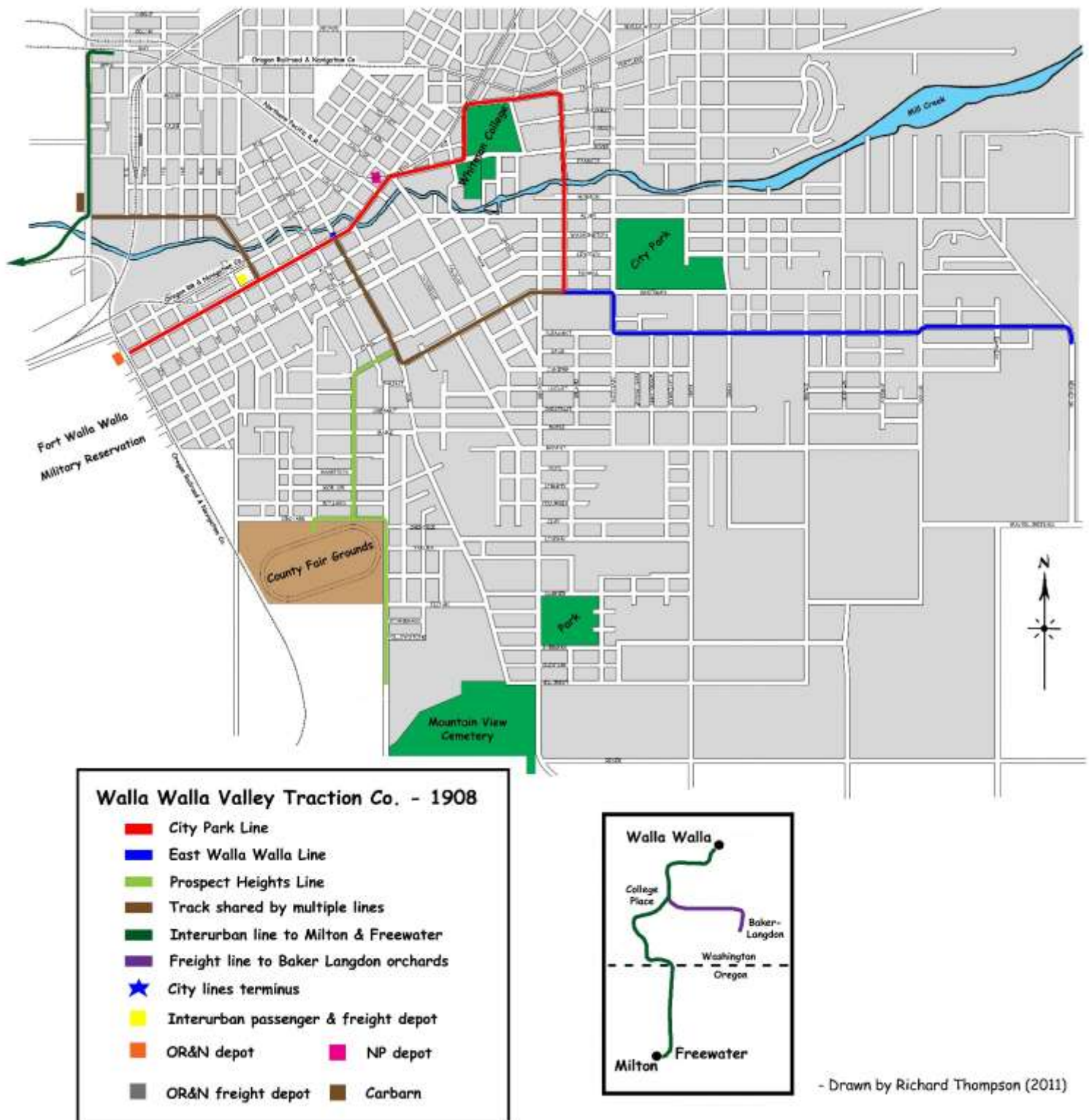
*Editor's comment: The 1924 McGraw Electric Railway Directory includes this entry for the WWV Ry: "30.9 miles (24.9 mi. 1st m.t., 6 mi. sid.) of which 5.1 mi. are in paved street; 4-1/2 g; 12 motor pass. of which 5 are 1-man, 3 trail pass. and 1 trail freight cars; 3 elec. Locos. Fare: cash 10 cts."*

*Continued on page 6*



One of Walla Walla Valley Traction's semi-convertible passenger cars peeks from the company's three-bay brick car barn in 1909. This building survives today (compare this to the picture on page 7).

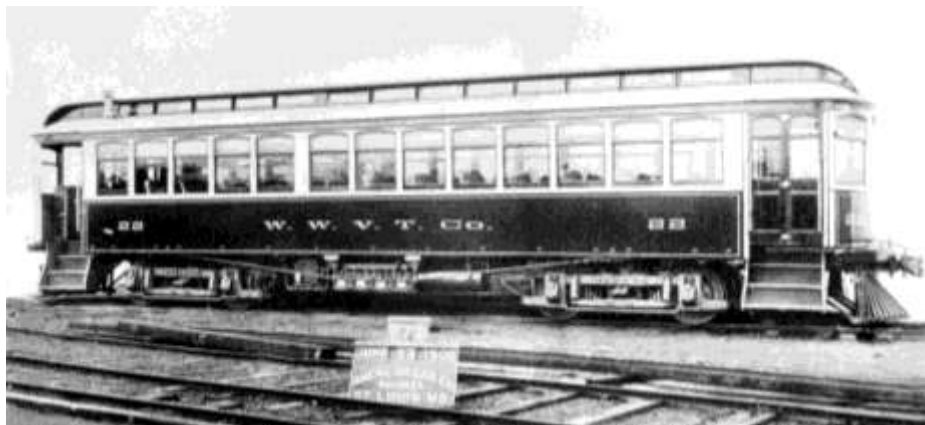




This 1908 map of Walla Walla includes the three city streetcar lines, steam railroad lines, and depots. The insert at right shows the interurban line to Freewater and Milton, which was the only trolley operation in Eastern Oregon.



*Interurban No. 21 appeared on the cover of Up-To-The-Times in September 1908.*



*Classic wooden interurban design is on display in this June 23, 1908 builder's photograph of Walla Walla Valley Traction No. 22 from Brill subsidiary American Car Company in St. Louis.*

As stated at the beginning, I am on the hunt for streetcar remnants. Some cities have more than others. Since the Walla Walla system was small I was astonished to find so much evidence remaining from that former traction empire.

- Today, the interurban station at W. Main Street and N. 6th Avenue is a restaurant. If you walk to the back,

there is a large door frame where trains once entered. There are also rails heading from the street to that door.

- The old powerhouse, now a performing arts theatre, is just two blocks north on 6th Street from the station. Tracks remain visible in the street.

*Continued on page 7*



*A Walla Walla Valley Railway (the company name was changed in 1910) box motor at the head of a string of empty boxcars is evidence of a good freight service. The three box motors are said to have been painted a shade of yellow. (Courtesy american-rails.com)*





*The well-preserved former Walla Walla Valley Railway interurban car barn on W. Cherry St. and N. 13<sup>th</sup> Ave. is now a tasting room for Canoe Ridge Winery. (Mark Kavanagh photograph)*

- Evidence of the rails continue north on 6th Street then turn west onto Cherry Street.

- The old interurban car barn is a winery today at the corner of W. Cherry St and N 13th Ave.

- In downtown Walla-Walla, a mural between S. Spokane Street and S. Palouse Street includes an interurban car.

- Along Whitman Street, rails peek thru the pavement, and a curb cut at Whitman and Division is evidence that the streetcars turned here.

- Heading into Milton-Freewater, the old electric railway station still exists across the railroad tracks from the former Union Pacific train station at NW 4th Ave and Robbins St. The interurban station is being used by a business. The UP station dates from



*The interurban substation on N. 6<sup>th</sup> St. is the Gesa Power House Theatre. (Mark Kavanagh)*



*Today, the interurban depot on the corner of W. Main St. and N. 6<sup>th</sup> Avenue houses the Saffron Mediterranean Kitchen. (Mark Kavanagh photograph)*



*After being for sale for several years the wedge-shaped Walla Walla Valley Railway's Freewater station has survived as a private business. (Google Maps)*

1926. Passenger service ended in 1944. Today it is a senior center.

- Along Main Street just north of NW 11th Ave there appears to be an old substation. Main Street was the traction company's mainline from Walla Walla. However, it may not be rail-related as the Milton-Freewater station also included a substation for the line.

Walla Walla today is a vibrant city, re-discovered as wine country. Downtown has many restaurants and wineries to choose from. It is well worth a visit. But while there be sure to pay homage to the city's traction past. 🚋





*The Freewater Station boarding area still has its sign.*



*Tracks pass a building on N Clinton St. at Boyer Ave. in Walla Walla.*



*Rails on W. Cherry near Martha St. in Walla Walla.*



*Possible substation on S. Main St. near SE 11<sup>th</sup> Ave., Milton Freewater.*



*Tracks curve in towards the old interurban station on NW 6<sup>th</sup> Avenue near the intersection with W Main Street in Walla Walla.*



## Remembering Robert Franklin

John Nagy

People often think of the items in a museum's collection, such as cars, paintings or trolleys, as valuable but it is the volunteers who are by far the most valuable asset. It is the volunteers who restore, care for, and share the artifacts with the public.

There are many levels of volunteering in a time when life is so complicated and busy. At one extreme end of the spectrum are volunteers who talk a lot but do little. At the other end, you have the volunteers who say little but do a lot. Bob Franklin was one the quiet doers.

He was born in Akron, Ohio in 1933. While he was still a kid his family picked up stakes and moved to land near Durango, Colorado where they started a dude ranch.

Bob served as a language specialist in the Air Force during the Korean War. He was stationed in Germany along the Polish border. There he started a long life of service and a love of Volkswagens. He continued as a reservist and racked up a total of 28 years of military service.

He received a degree in Forestry before serving as a social worker, and ultimately getting a job with the Oregon Department of Transportation, from which he retired in 1995.

Bob and Kay were married in 1967 and raised their son Andy in Salem. Bob was a church member for over 50 years and a frequent volunteer with the Lion's club.

It was through his love of trains and anything railway-related that most of us came to know Bob. He joined the OERHS because he loved working on the trolleys. Soon after joining, he realized that many unglamorous tasks are also needed to keep a museum operating, including mowing, brushing, and landscaping. He quietly added these duties to his volunteer efforts and put in an incredible number of hours over the years tending to them.

Though his volunteering was essential, he was always very humble about it. In fact, if you didn't happen

to see his wife Kay, who often accompanied him, or spot one of the VW Transporter trucks he loved to drive, then you wouldn't even know he was there because he would drive straight to the area of the property where he was working that day. Unless there was food. We often joked with him that he had a radar-like sense for locating any luncheon or potluck that happened to be occurring nearby!

Bob was good company. He liked jokes and though he couldn't hear very well he loved to talk trains with you and hear your experiences.

While Bob didn't tout his own accomplishments, we greatly appreciated his work and he received well-deserved service awards for every year of his membership. His efforts gave the grounds of the museum a well-kept appearance that improved the experience for the public.

A few years ago, Bob's health took a turn, and he could no longer volunteer. We had always valued his work, but once we realized it was taking many of us to do what he had been doing, it brought home his accomplishments even more.

I will miss Bob's work and spending time with him. Though few could match his level of commitment, I encourage you to follow his example. Set a goal to increase your volunteer time, if even a little bit.

Currently, a small, dedicated core of members are having to take on too much, which can transform the fun of volunteering into something more like a second (unpaid) job. So start small by considering taking on just one more morning or afternoon at the WST or the museum or by



volunteering to help with one of the many behind-the-scenes tasks required to keep the museum open for the public. Even something like coming down and cleaning a trolley or washing it's windows helps.

It may not seem like much to you, but to us your time is a generous gift. It can ensure we have enough crew to staff scheduled runs. It can make sure that our grounds and infrastructure are presentable for the public and in good, operating condition. It can also give someone else a day off to spend with their family or, in many cases, free them up to tackle a different task that they may have been wanting to get to.

Volunteers are the true assets of the WST and the OERM. Without you and your dedication, the public would never have the chance to ride in a vintage car on a beautiful line along the river or ride a historic car around a campus of 14 other heritage museums. Thank you, and thank you, Bob, for all your years of service. We miss you! 🚗

## Trolley 514 Project Update

David Rowe

As most everyone knows Vintage Trolley 514 has been undergoing extensive upgrading at the Willamette Shore Trolley Barn to convert it into a fully battery-powered streetcar. Kevin Reilly and Dave Rowe are the main crew for the design, fabrication, and installation for this project.

It will have four AC motors controlled by four inverters and a vehicle control unit and a display will be installed in each trolley cab. A cooling system with three pumps and two radiators will be part of the system. The 80 KWH 750-volt battery can be fully charged overnight and will be capable of a full day's operation in regular service.

Various components and several thousand feet of wire have already been installed in the trolley. However, before car 514 will be ready for testing this summer it is estimated that an additional thousand hours of work will be needed. 🛠️



*The Battery Project is progressing on motor number one in the Willamette Shore Trolley car barn in Lake Oswego. Vintage Trolley No. 514 can be seen in the background. (Dave Rowe photograph)*



*One of the old shaft brakes has been mounted on a new AC motor. The shaft brake will serve as a parking brake for the battery-powered Vintage Trolley. (Dave Rowe photograph)*



*Dave Rowe is designing a motor retention cage so that if a motor mount broke it would be held in place and not cause a possible derailment. (Dave Rowe photograph)*



## Our Ceaseless Director Retires

Richard Thompson

All good things must end, yet many were surprised when longtime OERHS member Greg Bonn finally stepped down from his position as Museum Director in July 2021 in order to spend more time with his family and focus on maintaining his health. Greg promises to continue volunteering at the Oregon Electric Museum but on a more limited basis. “I will always help organize and even supervise, but not in an official capacity.”

Since being diagnosed with leukemia in 2019 museum responsibilities have weighed heavily on Greg. An ensuing near-fatal car crash was a final straw.

Reducing time spent at Powerland Heritage Park will be a challenge for Greg, who has held the post of Museum Director longer than any other member. He stepped into the position 37 years ago when museum

co-founder Paul Class (the other founder was Greg’s father Roy) resigned as director, citing pressing business obligations. Greg, who had reached the age of 26 that summer of 1984, felt called on to “plug the hole” in leadership.

After having volunteered at the Trolley Park as a boy, Greg recalls getting involved again in 1981 when he worked on the Oregon Pony Project undertaken by Paul’s company Gales Creek Enterprises. The cosmetic restoration of Oregon’s first steam locomotive was funded by the Port of Cascade Locks, where it is on display. This scheme was an eye opener for Greg, who would soon focus on separating the activities of Gales Creek Enterprises from those of the OERHS.

The OERHS has achieved many things during Greg’s tenure, but he lists the move to Antique Powerland in 1996-97 as the most important. A lasting memory of this was construction of the museum’s car barn, where he drove 5,700 screws!

A second favorite achievement for Greg was the opening of the Willamette Shore Trolley in 1987. He

vividly recalls scouting the line after a February snow storm, when he walked the entire route from the Zidell Yards to Lake Oswego with Ernie Munch of the Friends of the Willamette River Greenway. “There was still snow on the big trestle when we walked it to see if it would be viable to run a trolley on.” This was the first step in starting WST operation.

Greg lists the third highlight of his time as Museum Director as the installation of new overhead wire and trolley poles at the Trolley Park. That 1985 project was undertaken with the assistance of the late Mike Parker.

In addition to his all-consuming passion for trolleys, Greg has a love of old radios, a hobby he shared with his friend Mike Parker. He served as President of the NW Vintage Radio Society and mounted an old-time radio display in the Dezotell Building at Powerland, which “started with crystal sets and came all the way up to plastic sets of the 1950s.”

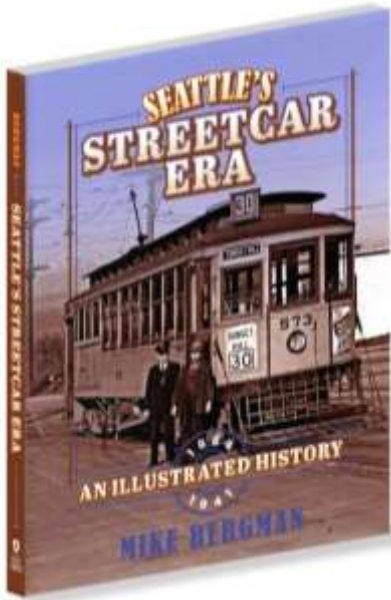
More recently, Greg has begun to get more involved with the Willamette Valley Model Railroad and Operating Museum at Brooks. He laughingly describes model railroading as a “nice, indoor, warm and friendly (most of the time) hobby.”

While admitting that “I’m not down there as much as I used to be,” Greg is already planning a number of 2022 projects, including completing restoration of snow sweeper No. 1455 with Pete Manuel, and working on structural and floor restoration of locally built interurban No. 1067 in preparation for installation of equipment salvaged from the remains of interurban No. 1058 last year in Snoqualmie. He also wants to be involved in planning and fund raising for the second car barn at Brooks, “if they will let me.”

A more immediate concern is his desire to continue remediation of damage to Hopmere Station caused by a fire suppression system leak. Some retirement. 🚂



Council Crest car 503 is seen next to the Zidell Yard during early 1987 testing for operation on the Willamette Shore Line. Pictured left to right are Rod Cox, Mike Parker, and Greg Bonn. (Charles Hayden photograph)



## Book Review: Seattle's Streetcar Era

*Richard Thompson*

It has been more than 50 years since a comprehensive book about Seattle railway history was published so Mike Bergman's new work is welcome. As the title indicates, "Seattle's Streetcar Era: An Illustrated History 1884-1941" covers the entire 57-year history of Seattle's streetcars.

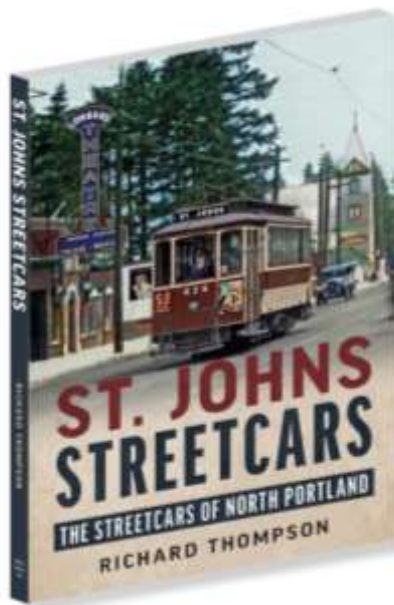
In many ways Seattle's streetcar history followed a course similar to that of Portland, although our neighbor to the north got started a bit later and ended sooner. Seattle also began with horsecars. By 1896, rising real estate values had encouraged 13 private companies to operate electric streetcars.

As in Portland a process of consolidation took place following the Panic of 1893 and by 1900 the Seattle Electric Company operated most lines. Seattle Electric and successor Puget Sound Traction, Light & Power were controlled by the Massachusetts-based Stone & Webster Company until 1919 when Seattle followed San Francisco to become one of the first large municipal railways in the U.S. However, large debt, declining ridership and the Great Depression

would eventually lead to the phasing out of all streetcars in favor of trolley coaches and motor buses. During 1938-41 the last trolleys were retired, as was the second longest lasting cable car system in America.

The 160-page volume includes 130 photographs, many previously unpublished, as well as detailed line maps and a car roster. Five chapters of corporate history are followed by a unique pictorial tour of each Seattle streetcar, cable car and counterweight route.

The hardcover book from the Washington State University Press is 8 1/2" x 11.25" in size and retails for \$40. It should be a welcome addition to the library of those interested in Pacific Northwest railway history. 🚋



## Book Review: St. Johns Streetcars

*Wayne Jones*

St Johns Streetcars – The Streetcars of North Portland" is traction historian Richard Thompson's eighth book on Pacific Northwest streetcars. It follows the development of North Portland and the St Johns district from the late 1800s to present day. Oregon's first

trolley line started in 1889 and ran from downtown Portland to the City of Albina at the base of the North Portland Peninsula. The first electric sawmill in the U.S. was built in 1903 in St. Johns and the rapid development of industries in the area pushed for the development of streetcar lines, stub lines, and connecting routes to other Portland areas. The largest car barn in Portland, Piedmont, was in North Portland and many exterior and interior pictures are provided. The book also includes numerous photographs of early retail development in downtown St. Johns.

Richard's book gathers 192 historic photos, many not seen before, as well as 15 detailed route maps and car barn track layouts. In Richard's typical style, this book also provides extensive details of the development of the streetcar lines and follows the company mergers and other changes throughout the twentieth century.

Pictures document the unique Fuller Standard cars designed and built in 1902 in Portland during a national shortage of new cars. Other efforts, such as repurposing early single-truck streetcars by splicing two together to create a larger vehicle, illustrate the varied and interesting car building techniques of the time.

Pictures are accompanied by detailed captions describing the various streetcar types that ran in North Portland over the years and comment is made regarding buildings that still exists today, such as those in the busy Mississippi Avenue shopping and theater district. There are also images of streetcars at the southern end of each line in downtown Portland. A picturesque route for several was beneath the lighted archways along SW 3<sup>rd</sup> Avenue.

Richard wraps up by describing the return of streetcars, now called "light rail," to North Portland in the form of the MAX Yellow line. And in 2012 Portland Streetcar's Loop Line returned trolleys to the Broadway Bridge after an absence of 72 years.

The 6 1/2" x 9 1/4" soft cover book is available for \$24.99 online, from bookstores, and of course, the OERM gift shop. It would make an excellent addition to any Portland streetcar collection. 🚋



## 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

	<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 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>			\$ _____

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**THANK YOU!**