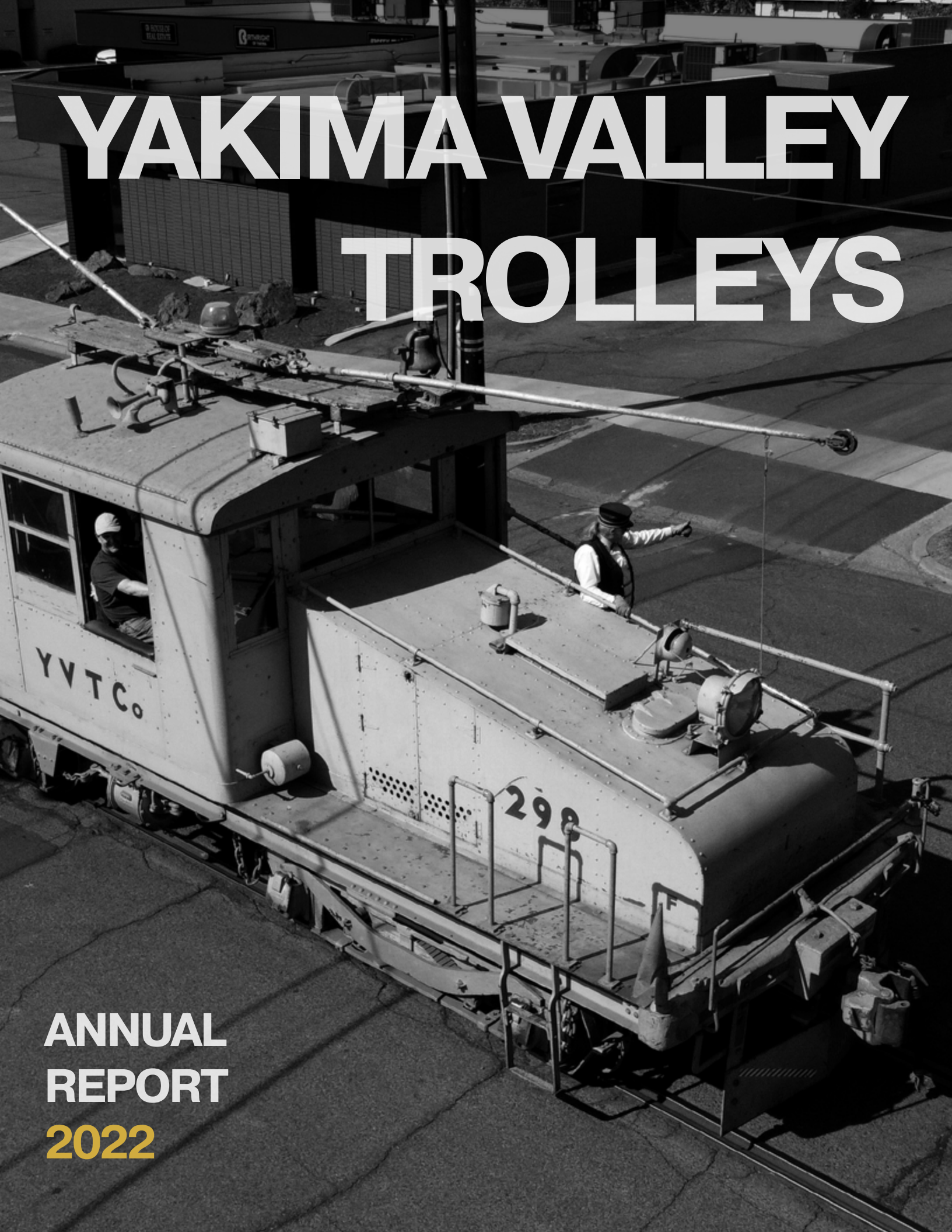


YAKIMA VALLEY TROLLEYS



ANNUAL
REPORT
2022



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Our Mission

The mission of the Yakima Valley Trolleys association is to preserve, restore, maintain and operate the former Yakima Valley Transportation Company railroad line in such fashion as to present a historically accurate representation of day-to-day operations of the Yakima Valley Transportation Company.

Our Vision

We recognize that the Yakima Valley Transportation Company (YVT) is the last intact, early 20th Century electric interurban railroad left in the United States. We believe it must be preserved for future generations of all Americans so that they may experience what interurban electric railroading was like at the beginning of the 20th Century.

In addition to preserving and maintaining the artifacts, rolling stock and infrastructure of the YVT railroad, we strive to broaden and enhance the appreciation of this railroad as a national asset. Toward that end, we are working to see it become a National Historic Landmark.

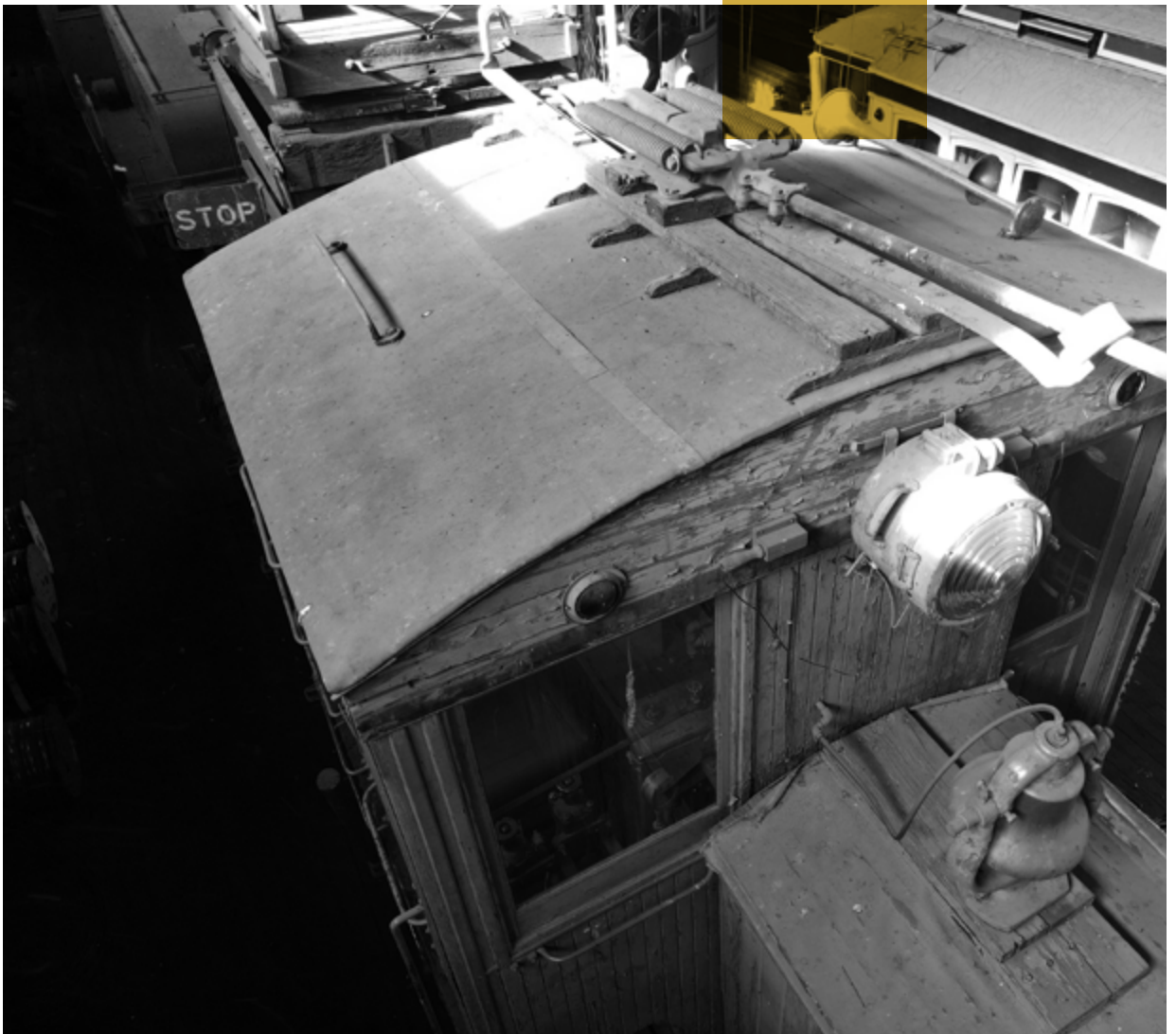


OFFICERS AND MEMBERS OF THE BOARD OF DIRECTORS FOR THE YEAR 2022:

Kenneth G. Johnsen, D.D.S., President
Paul D. Edmondson, J.D., Vice President
Scott Neel, P.E., Secretary
Larry Fournier, Treasurer
Glenn Denman, CBCO/CFCO
Robert J. Desgrosellier Jr.
Gregory Johnsen, M.S.
Joe Mann
Russell Wentworth

**FOUNDED IN 2001 BY KENNETH JOHNSEN,
PAUL EDMONDSON AND JERRY HENDERSON**

Annual Report



Significant enhancements are ahead for Yakima's historic interurban electric

Greetings:

I am pleased to present this 2022 Annual Report of the Yakima Valley Trolleys. The year 2022 was a challenging one in some respects, but a fruitful one in others.

The harsh and early winter in Yakima meant a complete cancellation of the Santa Trolley runs, which are one of our most popular events each year, and responsible for a significant share of our operating revenues. Fortunately, this was somewhat offset by a tremendous year of fund-raising and volunteer contributions.

A significant accomplishment in 2022 was the winning of a \$70,000 grant from the state that enabled us to buy a new bucket truck. Smaller—but no less important—grants and donations were received that will pay for new tires on the #1976 trolley car, additional costs on the Brill #160 trolley restoration, and refurbishing #298's motors. It was a busy year!

We appreciate all the donations and support very much, whether monetary, in-kind, through your time, and even a simple like on our Facebook posts. It all helps us tell the story of this historic railway—the last surviving example of the interurban era that transformed the nation.

As we look ahead to 2023, there are prospects of significant enhancements to the railroad in the form of the #160 trolley restoration, continued progress toward becoming a National Historic Landmark, putting Master Unit #21 into service, and restoration work on the Selah line. Stay tuned!



Ken Johnsen, President
Yakima Valley Trolleys

Highlights of the Year 2022

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NEW BUCKET TRUCK

The lack of a dependable bucket truck has been a major blocker of progress on our overhead wire maintenance and restoration work. YVT hi-rail #A-6 and the blue bucket truck purchased in the 90s were both unreliable, difficult to operate, and well beyond their useful service lives.

Fortunately, with the invaluable assistance of State Senator Jim Honeyford, we were able to secure funding from the State of Washington for a new truck. In the spring we were notified by the Commerce Department that we would be awarded \$70,000 towards the purchase

of a bucket truck!

The hunt for a suitable truck was not an easy one. It took most of the summer, but in December, Maintenance Supervisor Russ Wentworth found a perfect truck for us at a dealer in Sacramento and so we bought it! Russell Holter deserves credit for a critical part he played in this process as well.

The new truck is a relatively modern, 2008 Ford with an extendable boom bucket. It is gas powered with an automatic transmission, which should make it much more user-friendly than the

blue truck. Crucially, Russ also had the foresight to make sure the truck was low enough weight that a CDL would not be required to operate it.

We owe a huge thanks to Senator Honeyford, Russ Wentworth, Russell Holter, and the many other volunteers who contributed to the search for a new truck. This purchase will drastically improve our ability to maintain the overhead wire system.

NEW TIRES FOR TROLLEY #1976

The tires (the portion of the wheel that has the flange and riding surface) on #1976 trolley are worn out and in need of replacement. We were able to obtain

a grant from the State of Washington to cover the cost of casting new tires and having them installed on all the wheels of the #1976 car.

Tires are being cast as this report is written. Once the new tires are installed, the wheels should be trouble free for decades! Putting tires on rail wheels is almost a lost art since the demise of steam engines, but a company in Morton, Washington is performing this service on our #160 car being restored in Snoqualmie, and we have arranged for them to do it on our #1976 car at the same time.



THE NEW BUCKET TRUCK IN ALL ITS GLORY! IT WILL BE A BOON TO OUR MAINTENANCE WORK ON THE OVER-HEAD WIRE SYSTEM.

STEEPLE CAB LOCOMOTIVE #298 100TH BIRTHDAY

2022 was the 100th anniversary of the construction of our steeple cab electric locomotive #298. A birthday celebration was held on Saturday, September 24th at the carbarn at 3rd and Pine.

YVT steeple cab locomotive #298 was purchased to replace an earlier steeple cab locomotive, #299, which was too light to pull many freight cars. The #298 is a 50-ton locomotive capable of pulling the size freight trains that YVT did in its operating days. #298 is a standard General Electric model and similar sisters could at one time be seen in operation on many electric railroads all over the country.

Before #298's purchase from General Electric, the flatbed locomotive #A supplemented the freight service being performed by the #299. Upon receipt of #298 in 1922, the #A locomotive was converted to a line car and used for working on the overhead trolley wire and

supporting structures. In 1942, another 50-ton electric locomotive was transferred from a Union Pacific subsidiary in Southern California to Yakima to help the #298 during heavy harvest season traffic. That locomotive, following the pattern of previous numbering of YVT locomotives, became #297.

Prior to this event, the #298 had not been operated for several years. One of its four traction motors needs repairs, and has been removed to be sent to a repair shop in Seattle. The cost of the repairs could reach \$35,000. A fund was set up for donations toward this repair, and so far is up to \$11,947.

The #298 was operated for the public on its birthday, utilizing its remaining motors, and cab rides were sold to help raise money for the repairs to its motor. Once the motor repair is fully funded and complete, the locomotive will be able to operate as it always did, pulling freight cars on the streets of Yakima!



BUILDER'S PHOTO OF STEEPLE CAB #298 WHEN IT WAS NEW FROM GENERAL ELECTRIC

**DRONE'S EYE VIEW OF #298 AND
#1976 MEETING ON PINE STREET**





ABOVE: YAKIMA CITY COUNCIL MEMBER PATRICIA BYERS AND YVT MAINTENANCE SUPERVISOR RUSS WENTWORTH POSE ON #298 ON THE OCCASION OF ITS 100TH BIRTHDAY.



LEFT: CELEBRATORY BIRTHDAY CAKE FOR A SIGNIFICANT MILESTONE!



**ABOVE: #298 AND #1976 MAKE
THEIR WAY DOWN PINE STREET**

**LEFT: OPERATOR'S VIEW FROM THE
CAB OF #298**





YAKIMA MAYOR JANICE DECCIO AND HUSBAND XANDER PAUSE FOR A SELFIE IN THE CAB OF #298, ALONG WITH YVT BOARD MEMBERS KEN JOHNSEN AND SCOTT NEEL.

BRILL #160 TROLLEY RESTORATION PROJECT

The project to recreate an exact copy of an original Yakima streetcar, using an almost identical Brill-built streetcar from Portugal, is moving along. The car body has been removed from the frame and the motors have been removed from the axles and sent to a motor refurbishing shop in Seattle.

Controllers from the “parts car” from Memphis, Tennessee have been sent to a controller repair shop in California. The controllers and motors are expected to be ready to install in the #160 car in the coming weeks.

Supply chain issues and inflation have both had their effect on our project, and it might become necessary to seek additional funding to complete the project.



THE CAR BODY AND FRAME OF BRILL #160 HAVE BEEN SEPARATED AND RESTORATION IS UNDERWAY.

MEANWHILE, THE MOTORS AND CONTROLLERS HAVE BEEN SENT OFF TO SPECIALISTS FOR REFURBISHMENT.





**THE ORIGINAL BELT-DRIVEN MACHINE SHOP—
JUST ONE OF THE MANY DETAILS THAT MAKE
THE YVT THE BEST REMAINING EXAMPLE OF AN
INTERURBAN ELECTRIC RAILROAD.**

NATIONAL HISTORIC LANDMARK

The road to becoming a National Historic Landmark is a long one, but we are confident we will achieve our goal. We have completed the oral interview and the documented letter of explanation telling the National Park Service why the YVT should become a National Historic Landmark, and now we are waiting to hear from them whether we can proceed to the next level in the process.

Those who study railroads know that the YVT is the most intact example remaining of a classic interurban electric railway. From the 1910 carbarn with its forge room and belt-driven machine shop, to the AC-DC motor generator sets in the powerhouse, to the trackage itself and the historic Pegram Truss Naches River bridge, to the original rolling stock including streetcars and electric locomotives, to the maintenance-of-way equipment, tools, and countless other accoutrements—quite simply, there is nothing else like the YVT.

Moreover, the YVT represents an important period in the history of transportation and mobility in America, squarely between the horse and buggy and the automobile era. We are excited to share the story of the YVT at a national level!

The entire NHL nomination process can take from 2 to 5 years. Patience and diligence is the name of the game. YVT's

nomination effort is being supported with the expert advice of our consulting architect, Shannon Sardell, who has a tremendous track record with the NHL process.

SPECIAL EVENTS

During the summer, the Women's Century Club of Yakima approached us and asked if we would like to do a joint event with them to raise funds. They made their George Donald house open for visitors and we had open house at our trolley barn, along with trolley rides, to complete the event.

Crystal Grundy, Larry Fournier and Ken Toney worked with the ladies of the Women's Century Club to coordinate our involvement in the event. Both organizations shared the funds that were raised, so it was a win-win for two great causes!

In the fall, Anne Hatch organized a Halloween "Trolley Trunk or Treat" event to benefit the trolleys. Members from the car clubs she belongs to came to our parking lot and set up in their decorated hotrods, restored cars, etc. and kids came and got candy at each one. Despite bitter cold winds, it was a successful event! It's another example of great collaboration between the YVT and other local causes in Yakima.



TOP: CATIE KNOBLAUGH AND HER SON HENRY HELP ON MANY OF THE TROLLEYS' SPECIAL RUNS.

MIDDLE: ANNE HATCH, TIRELESS FRIEND OF THE TROLLEYS AND ORGANIZER OF THE TROLLEY TRUNK OR TREAT.

BOTTOM: CRYSTAL GRUNDY, THE TROLLEY WITCH!

COLLABORATION ON REPLICA ECLIPSE FENDERS

As part of the restoration effort to make Brill car #160 exactly like the first three streetcars Yakima bought in 1908, we need to have Eclipse Fenders on each end. These are the “people catcher” contraptions designed to scoop up a person who happens to fall on the track in the way of an oncoming trolley.

Eclipse Fenders are very hard to find these days. Our friends at the Old Pueblo Streetcar & Bus Museum in Tucson, Arizona, have an Eclipse Fender which is in fairly tough shape, but complete. They have generously offered to collaborate with us to recreate Eclipse Fenders.

We made two trips to Tucson to measure their fenders and help them take it completely apart so that we can have replica castings made. The plan is to make enough for both Yakima and Tucson’s needs, and perhaps some extras to sell to other museums. It’s another great example of the collaboration which has been a hallmark of this year for us.

GENE CAYWOOD (LEFT) DISASSEMBLES COMPONENTS FROM AN OLD ECLIPSE FENDER AS MEMBERS OF THE OLD PUEBLO STREETCAR AND BUS MUSEUM IN TUCSON, ARIZONA, LOOK ON.





SANTA TROLLEY RUNS CANCELLED

Icy cold, snowy winter weather prevented us from operating our annual Santa Trolleys in 2022. We have been running Santa Trolleys for decades because they always bring in a large share of our annual revenues.

The trolley track on Pine Street became crusted over with a heavy mantle of ice that could not be removed. Russ Wentworth took the trolley out to see if it would break up the ice, but it didn't even get to 4th Avenue before its wheels just spun against the ice.

As a result, our operating funds to begin the 2023 season are going to be quite low compared to normal years.



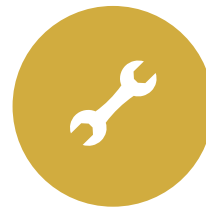
THE YVT'S HISTORIC PEGRAM TRUSS BRIDGE ACROSS THE NACHES RIVER IS A UNIQUE AND UNSUNG COMPONENT OF THE YVT'S HISTORY. ONLY A FEW EXAMPLES OF THIS TRUSS TYPE REMAIN, AND THIS IS ONE OF THE BEST PRESERVED EXAMPLES, HAVING NO ALTERATIONS FROM ITS ORIGINAL FORM IN 128 YEARS.

Goals for 2023



NATIONAL HISTORIC LANDMARK

The ongoing process of helping the YVT railroad become a National Historic Landmark will continue.



CONTINUE A RELIABLE SERVICE TO SELAH

To meet the expectations of our visitors, we must continue consistent service to Selah. This will involve rebuilding the Fruitvale crossing, using a power car as an interim step, and ultimately restoring the overhead wire system.



BUILD THE ORGANIZATION FOR THE FUTURE

We will work to attract more volunteers, recruit a new class of motormen, and determine steps to hire an executive director.



EXPAND OUR COMMUNITY REACH

To share the story of the YVT with all, we must raise community awareness, broaden our appeal to new audiences, redesign the website, and improve the outward image of the trolley property.

Financial Report

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Even though the severe weather in December hurt us financially by preventing us from operating Santa Trolleys, we did fairly well in the grant department

FUNDRAISING

Even though the severe weather in December hurt us financially by preventing us from operating Santa Trolleys, we did fairly well in the grant department. The \$70,000 we received from the State of Washington for the bucket truck was a big boost. An additional \$13,000 from the state for new tires on the 1976 car filled another huge need. And finally, the Small Business Administration's Shuttered Venues Grant gave us an unexpected second round grant of just over \$8,000.

Volunteer efforts by Crystal Grundy and Anne Hatch brought in additional income that kept us solvent and enabled us to carry out our mission.

2023 OUTLOOK

The funds not earned in December may be offset in 2023 by two large organization conventions that are chartering the trolley railroad next summer. The Electric Railroader's Association (a nation-

al organization devoted to preservation, advancement and historical recording of electric railroads) will take over our railroad in early July.

The Union Pacific Historical Society will have their convention later in the month and will also have a large charter of the YVT as part of the meet. (Union Pacific was the owner of the YVT from 1909 until its abandonment in 1985.) A lot of railfans will be in Yakima this summer to see YVT do its thing!

YAKIMA VALLEY TROLLEYS
INCOME STATEMENT
FOR THE TWELVE MONTHS ENDING DECEMBER 31, 2022

	Current Month	(%)	Year to Date	(%)
Revenues				
Misc Sales Revenue	0	0	0	0
Gift Shop Sales Revenue	0	0	1239.92	6.57
Non- Taxable Water Sales	0	0	57	0.3
Vending Revenue	0	0	18.25	0.1
Trolley Ride Revenue	0	0	12434	65.88
Charter Trolley Revenue	0	0	300	1.59
Special Event Revenue	0	0	1535.1	8.13
Non Endowment Donations	0	0	0	0
Trolley Advertising Revenue	0	0	0	0
Membership Dues Revenue	0	0	1490	7.89
Interest Income	0	0	0	0
Gain (Loss) on Investments	0	0	0	0
Misc. Revenue	0	0	1800	9.54
Total Revenues	0	0	18874.27	100
Cost of Sales				
Total Cost of Sales	0	0	0	0
Gross Profit	0	0	18874.27	100
Expenses				
Cost of Gift Shop Merchandise	0	0	298.45	1.58
Gift Shop Operation	0	0	69.09	0.37
Museum Operating Supplies	98.66	0	648.25	3.43
Vending Machine Products	0	0	0	0
Special Event Expenses	0	0	312.64	1.66
Other Trolley Operations	0	0	1599.66	8.48
Trolley Repairs & Maint	9418.24	0	9512.64	50.4
Vehicle Repairs & Mant	0	0	2787.07	14.77
Vehicle Operating Expense	0	0	15.73	0.08
Track & ROW Maint	0	0	243.76	1.29
Bldg & Yard Mant	785.18	0	1710.51	9.06
Electricity Expense	64.65	0	861.65	4.57
Natural Gas Expense	798.4	0	1669.39	8.84
Water & Sewer Expense	74.33	0	478.86	2.54
Telephone Expense	0	0	0	0
Trash Disposal Expense	0	0	0	0
Security & Alarm Expense	0	0	0	0
P. O. Box Rental	0	0	166	0.88
Mailing & Shipping Expense	0	0	1.3	0.01
Office & Admin Expense	0	0	115.46	0.61
Gov't Fees & Licenses	0	0	20	0.11
Media Advertising	120	0	1816.24	9.62
Publicity & Marketing	200	0	6941.67	36.78
Outside Consultant Expense	0	0	350	1.85
Dues & Membership Expense	341	0	646	3.42
Website Expense	0	0	648	3.43
Grants & Funding Expense	0	0	250	1.32
Historic Heritage Expense	0	0	0	0
Insurance Expense	377	0	377	2
Legal Fees	0	0	0	0
Accounting/Audit Fees	0	0	300	1.59
Bank Fees	25	0	45	0.24
Cash Register (Over) Under	0	0	125.06	0.66
Credit Card Process Fees	0	0	186.77	0.99
Twin Coach Bus Expense	0	0	141.54	0.75
City Expense Reimbursement	0	0	-10085.57	-53.44
Total Expenses	12302.46	0	22252.08	117.9
Net Income	-12302.46	0	-3377.81	-17.9

**YAKIMA VALLEY TROLLEYS
BALANCE SHEET
DECEMBER 31, 2022**

ASSETS

Current Assets	
Cash in Cash Register	\$280.53
Checking Acct	\$15,483.86
Savings Acct	\$100,000.00
Endowment Invest	\$33,982.19
Endowment Invest	\$11,322.30
Total Current Assets	\$161,068.88
Property and Equipment	
Vehicles Owned	\$68,803.50
Total Property and Equipment	\$68,803.50
Other Assets	
Bnll 160 Restore Cost	\$13,750.00
Total Other Assets	\$13,750.00
Total Assets	\$243,622.38

LIABILITIES AND CAPITAL

Current Liabilities	
Sales Tax Payable	\$106.70
Reserve for ROW Repairs	\$4,214.14
NRHS Window Grate Fund	\$5,000.00
Uninvested Donations	\$4,290.29
Funds Reserved 298 Repairs	\$20,454.69
Reserve for Brill 160 Restore	\$116,490.60
Total Current Liabilities	\$150,556.42
Long-Term Liabilities	
Endowment Savings Reserve	\$45,304.49
Total Long-Term Liabilities	\$45,304.49
Total Liabilities	\$195,860.91
Capital	
Retained Earnings	\$46,008.14
Current Year P&L	\$5,131.14
Net Income	\$(3,377.81)
Total Capital	\$47,761.47
Total Liabilities & Capital	\$243,622.38

Kelli Gailan

(509) 823-3850 – kelli.gailan1@gmail.com

706 Citra Avenue, Moxee, WA 98936

Independent Accountant's Review

Yakima Valley Trolleys
Dr. Kenneth Johnsen, Chairman
P.O. Box 161
Renton, WA 98057

I have reviewed the treasurer's accounting records of Yakima Valley Trolleys for each month of the year ended December 31, 2022. In my review, I analyzed the treasurer's check register, bank statements, disbursement bills and receipts, bank deposit vouchers, investment statements, and financial statements. I have found that all records are in correlation with one another.

The treasurer's explanations of transactions were understandable and supported by receipts or calculations. If a transaction was unclear, other records were available to clarify the reporting. There was never an amount given by the treasurer that was unsubstantiated.

The treasurer's reporting of the financial transactions of Yakima Valley Trolleys is, in my opinion, satisfactory and fairly represents the condition of the Association's finances.

Kelli M. Gailan, CFP®



Date: 2/8/2023

Impact

3430 | 769 | 486

31

Our followers on Facebook, Twitter, and Instagram, respectively

~\$100,000

Sum of grant funding and donations in 2022

92,069

+16% VS 2021

The reach of our Facebook page, i.e. the number of people who saw any posts or activity, direct or shared by others, in 2022

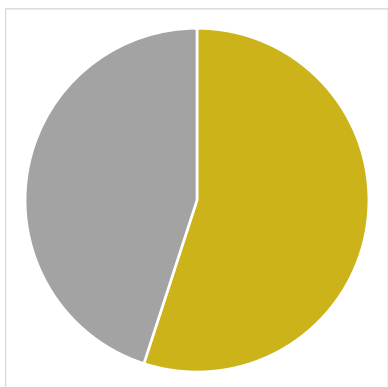
32

17,191

Unique visitors to our website in 2022

100

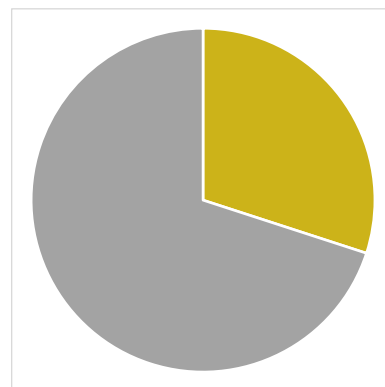
Years of operation in Yakima for steeple cab electric locomotive #298



55%

**OF FACEBOOK
FANS**

Yakima's trolleys are famous around the nation and the globe! 55% of our fans on Facebook hail from outside of Yakima.



30%

OF MEMBERS

30% of our members are from outside of Washington State. We even have members based in the U.K. and New Zealand!

Supporting Yakima's Trolleys

WAYS TO JOIN AND GET INVOLVED

Apply for membership online via our website (www.yakimavalleytrolleys.org) or print off an application to mail in. Paper copies are also available at the Powerhouse museum.

No matter how you apply, please share with us your areas of interest so that we can guide you to the right people who would be happy to have your help!

PROVIDING FINANCIAL SUPPORT

Yakima Valley Trolleys has established an endowment fund to secure the future of the railroad in the long term. Please consider a bequest in your estate planning to support the endowment fund. Yakima Valley Trolleys is an all volunteer 501(c)(3) organization. All charitable contributions are fully tax-deductible. A gift to the endowment fund is a gift that keeps on giving!

ONLINE Donate by credit card on our website at www.yakimavalleytrolleys.org

EMPLOYER MATCH Many employers use Benevity.com to manage corporate matching programs. Find us at <https://causes.benevity.org/causes/840-680514398>

FACEBOOK Look for the big donate button at the top of our Facebook page

POSTAL MAIL Checks are welcome at Yakima Valley Trolleys, P.O. Box 796, Yakima, WA 98907

CONTACT US For bequests and in-kind donations, contact info@yakimavalleytrolleys.org

CONTACT

Email address: info@yakimavalleytrolleys.org

Website: <https://www.yakimavalleytrolleys.org>

 Facebook: <https://www.facebook.com/yakimavalleytrolleys>

 Twitter: @yakimatrolleys

 Instagram: @yakimavalleytrolleys

Mailing address: PO Box 796, Yakima, WA 98907

Phone number: (509) 249-5962

Physical address (no mail): South Third Avenue at West Pine Street, Yakima
