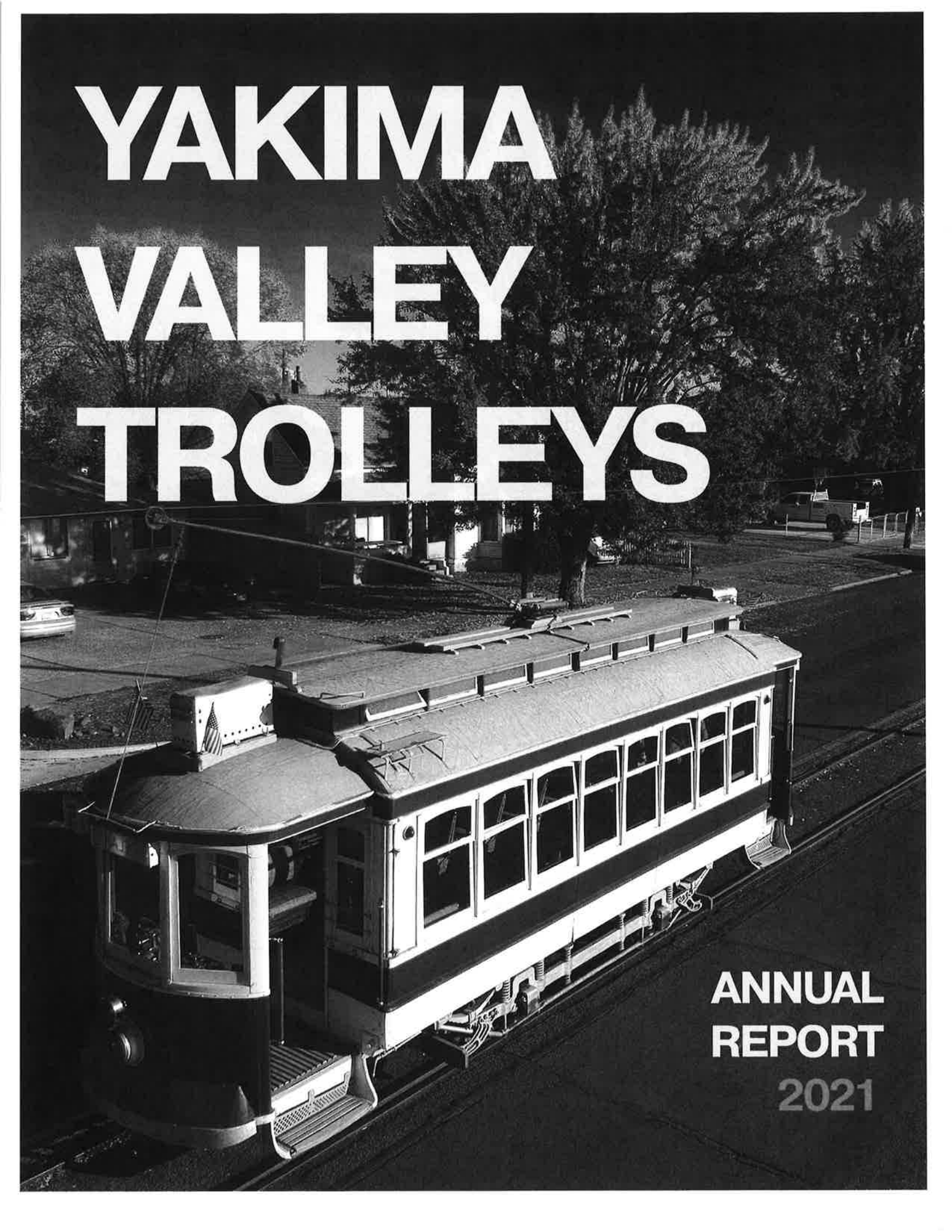


YAKIMA VALLEY TROLLEYS



**ANNUAL
REPORT
2021**



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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.



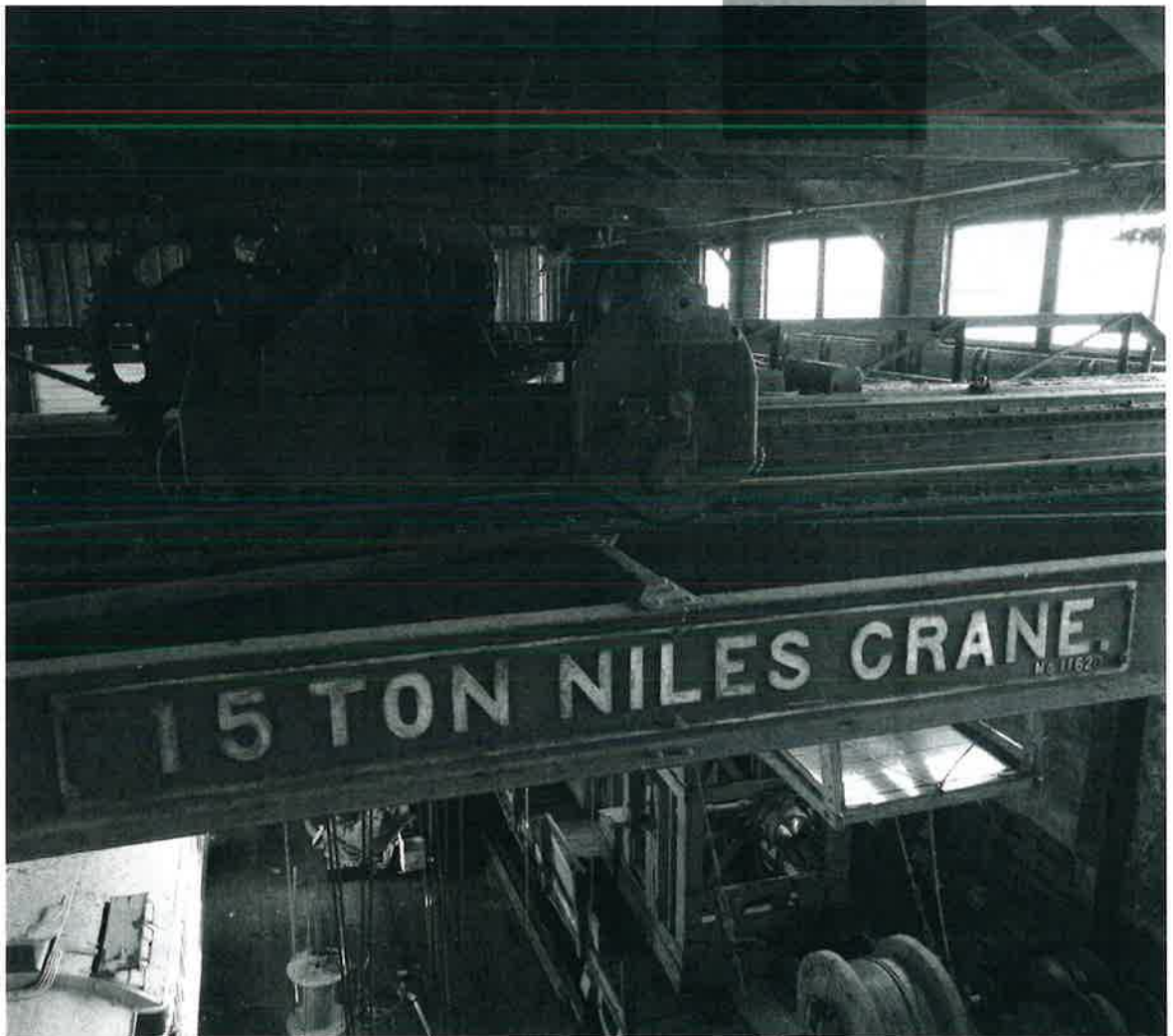
OFFICERS AND MEMBERS OF THE BOARD OF DIRECTORS:

Kenneth G. Johnsen, DDS, President
Paul D. Edmondson, PhD, Vice President
Larry Fournier, Treasurer
Scott Neel, Secretary
Robert Desgrosellier
Joe Mann
Russell Wentworth
Stewart Wadsworth
John Gawlik

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

Annual Report

6



The future looks bright for Yakima's historic trolley railroad

Greetings:

I am pleased to present this 2021 Annual Report of the Yakima Valley Trolleys. The year 2021 was in many ways our best year yet. Preparations for restoring the historic Brill streetcar got underway, a massive fundraising effort was successful, and we have taken the first steps on the journey toward becoming a National Historic Landmark. Our volunteers logged in over 1,277 hours working behind the scenes in addition to operating the railroad.

All this becomes even more remarkable when one considers we were held back by the challenge of dealing with restrictions and rules governing our operation due to COVID-19. Nevertheless, as we face the year 2022, the future looks bright for Yakima's historic trolley railroad.



Ken Johnsen, President
Yakima Valley Trolleys

Highlights of the Year 2021

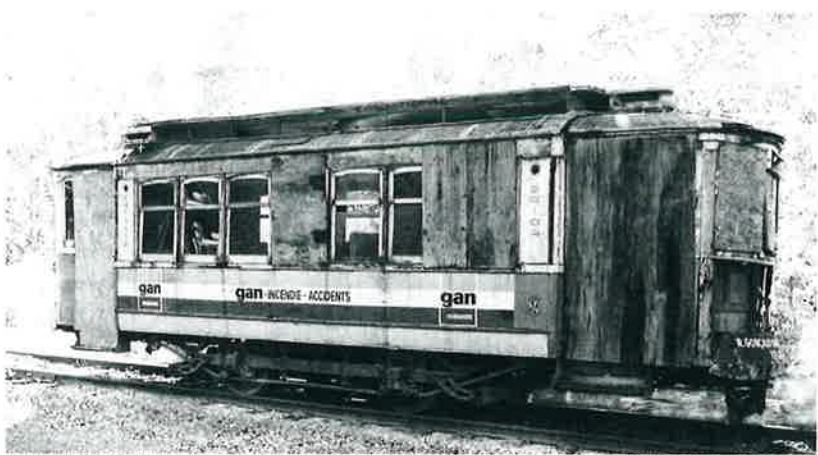
8

BRILL TROLLEY 160 PROJECT

Inspection to determine the scope of work needed to restore historic Brill Trolley 160, which we obtained in 2019, and which the railroad museum restoration shop at Snoqualmie agreed to undertake, revealed that a number of critical

parts were missing from the 109-year-old streetcar. In searching for sources of replacements for those parts, I contacted Karl Johnson of the Memphis Area Transit Authority on a tip that he might be disposing of some parts.

It turned out that MATA was getting some larger trolleys and they wanted to dispose of their smaller trolley. It happened that the smaller trolley was an identical twin to our 160 car. In fact it was built by Brill in the same order in 1912 as our car. I negotiated with MATA for several months in 2021 and finally purchased the car in May. It was com-



BRILL TROLLEY 160 AS IT LOOKED WHEN IT WAS DONATED TO US

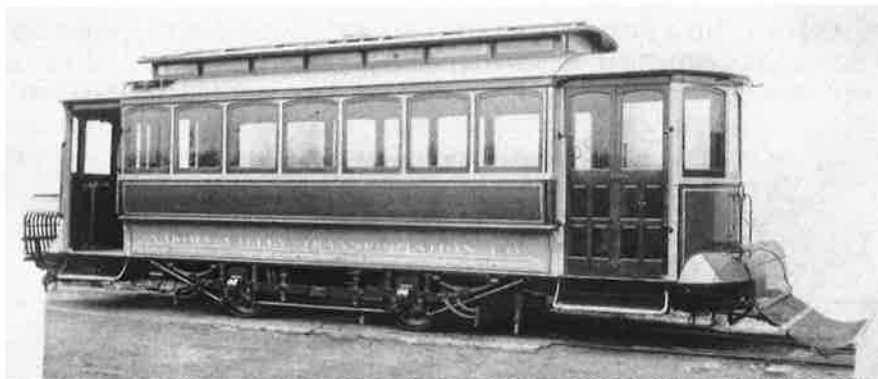
plete with controllers and brake gear and the things that were missing from the 160 car, and it had an excellent roof and clerestory, where the 160's was broken in. We had it shipped up to Washington from Tennessee in September.

There are only six of this type of trolley left in the United States where once there were many hundreds. We now have two of the six! And it is almost a dead ringer for the first cars that Yakima bought to open streetcar service. A stipulation with Snoqualmie's Northwest Railway Museum is that the restoration of this car, by using the best parts from both cars, will make the finished car just like the early Yakima cars in all respects

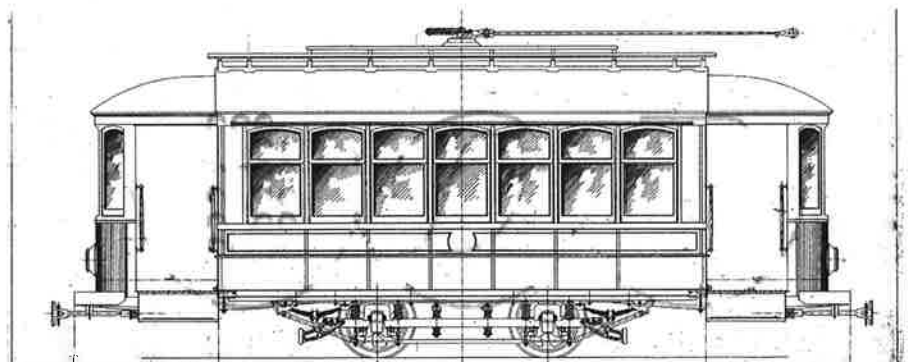
possible. It will be a way to experience public transit in Yakima from 1908 in a brand new trolley of that vintage.



MEMPHIS TROLLEY 156 CRESTING SNOQUALMIE SUMMIT ON ITS WAY TO THE NORTHWEST RAILWAY MUSEUM AT SNOQUALMIE, WASHINGTON



THIS IS HOW BRILL TROLLEY 160 WILL LOOK WHEN ITS RESTORATION IS FINISHED



DRAWINGS FROM THE OPORTO, PORTUGAL STREET RAILWAYS ARE HELPING IN THE RESTORATION OF TROLLEY 160

One of our followers on our Facebook page lives in Oporto, Portugal, the city where our vintage trolleys all ran. He put me in touch with a different man in Oporto who had access to the street railway's records, and this man sent me a bunch of drawings which will help in the restoration of Brill Trolley 160. Facebook isn't all bad!

SIXTH AVENUE

We were not allowed to operate at all during 2020 because of COVID-19. In 2021 the restrictions were slightly lifted and beginning at the end of June, we were once again allowed to run streetcars for the public. Because it had been over a year since trolleys had run up Sixth Avenue, much accumulated gravel and dirt had become solidly compacted in the

flange space where our trolley's wheels run. Running a trolley over the compact debris would not break it up. It had to be broken up by hand.

We put out a call on our Facebook page for volunteers to help dig the crud out on a Saturday morning. A good number of friends of the trolleys came with picks, shovels and brooms and helped us get the stretch from Gordon Road down to Fruitvale cleared out. A couple weeks later a volunteer crew of employees from TreeTop Apple Juice in Selah came and cleared the rest of the track from Fruitvale to Walnut. This opened the entire Sixth Avenue line so that we could begin trips to Selah again.

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A GROUP OF VOLUNTEERS FROM TREETOP IN SELAH, DID A PUBLIC SERVICE PROJECT FOR US AND CLEANED A LARGE PORTION OF OUR 6TH AVENUE LINE SO THAT WE COULD RUN TO SELAH

ONE OF THE TREETOP EMPLOYEES, MATT COLVIN, USES A WEED BLOWER TO HELP REMOVE THE IMPACTED GRAVEL AND DIRT FROM THE TROLLEYS' FLANGWAY



SOUTHERN AVENUE

A piece of our rail in the crossing of Southern Avenue in Selah became bent and projected upward. The Selah City Administrator, who was not a friend of the trolleys, had one of his employees go and cut off the bent piece of rail rather than notifying us and letting us take care of the problem. We tried to get the administrator's cooperation in helping us replace the broken rail so that we could run the trolley all the way into Selah, but he was not interested in helping.

Yakima Public Works Director Scott Schafer was willing to help us take out all the track in the crossing and rebuild it. We greatly appreciate Scott's help because this made the project possible. One day word came down that Selah had fired their City Administrator. Almost immediately Scott put plans into motion to rebuild the crossing.

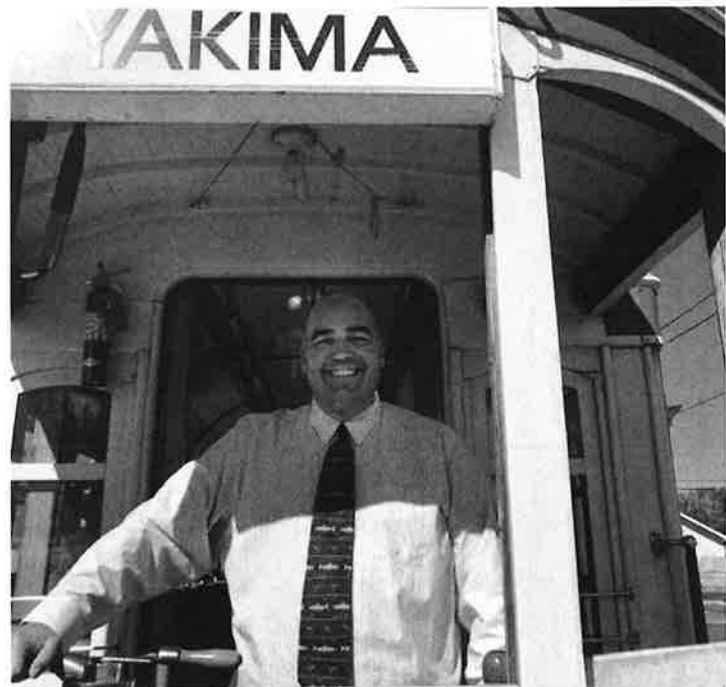
Yakima City Streets Director Jay Kendall assembled a crew and machinery to dig up the asphalt covering the track. YVT Maintenance Director Russ Wentworth corralled all the parts necessary for the new track, and Jerry Boekholder from the railroad museum at Toppenish came to show everybody how its done. In a little more than three days the entire crossing was renewed!! Huge thanks to all involved!!

Selah's replacement city administrator has been much more willing to work

with us, and it is hoped that a new era of mutual cooperation and respect with the City of Selah is dawning. Both the trolleys and Selah have much to gain by working together.

CITY MANAGER BOB HARRISON

We invited Yakima's new City Manager Bob Harrison to come and see the trolley railroad and take a ride on the trolley. He came in July and we had a fun visit with him, not only showing him around, but letting him run the trolley! He actually did quite well for having never run a trolley before. We are always looking for new motormen, Bob. Hint, hint.



YAKIMA CITY MANAGER BOB HARRISON RAN TROLLEY #1976 ON PINE STREET IN A VISIT DURING JULY.



JAY KENDALL'S STREET CREW LEARNS THE ART OF LAYING RAILROAD TRACK FROM JERRY BOEKHOLDER OF THE RAILROAD MUSEUM IN TOPPENISH.



MAYOR PATRICIA BYERS

With the completion of repairs on Southern Avenue in Selah, we were once again able to run the trolley all the way into Selah. We invited Yakima Mayor Patricia Byers to be the first to ride the trolley into Selah, and she brought a friend for the ceremonial first round trip.

Mayor Byers has been a much appreciated friend of the trolleys, helping us with a beautiful letter of support on behalf of the City Council for our application to become a National Historic Landmark, and favoring upgrading of the much needed rebuilding of Sixth Avenue and its trolley track to a higher priority.

The trolley track in Sixth Avenue has not been rebuilt since 1956, and its condition is deteriorating to the point where it puts additional wear on the trolleys' wheels, and causes headaches for motorists. At a Council meeting in September, Mayor Byers and the other Council members decided to upgrade the timing priority of the total reconstruction of Sixth Avenue. Although the project is still a couple years away, work is being done to find funding sources so that it can commence sooner than originally anticipated.

YAKIMA MAYOR PATRICIA BYERS AND FRIEND CYN-DIE SIMMONS RODE THE FIRST TROLLEY INTO SELAH FOLLOWING THE REBUILDING OF THE SOUTHERN AVENUE CROSSING.



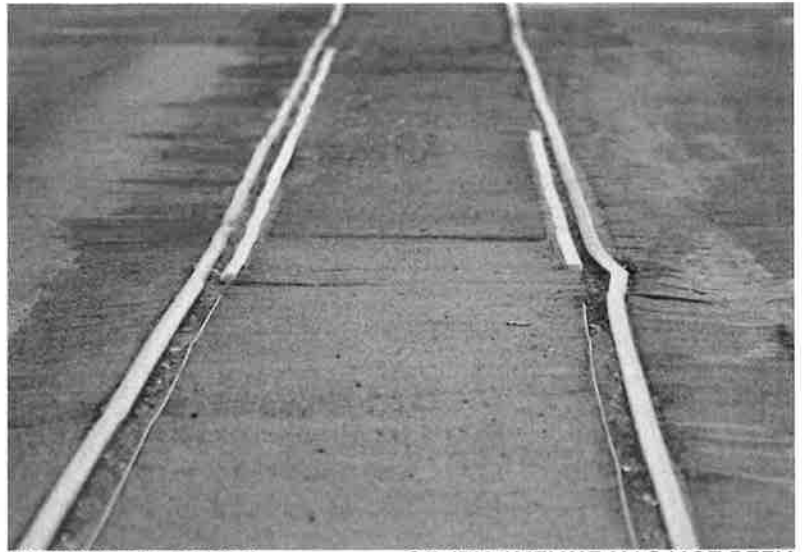
NATIONAL HISTORIC LANDMARK

Our consultant Russell Holter first suggested that he thought Yakima's trolley railroad was a good candidate for becoming a National Historic Landmark. A query to the Washington State Office of Archaeology and Historic Preservation confirmed it. In January, State Architectural Historian Michael Houser wrote a letter strongly supporting the idea.

Being a National Historic Landmark is the highest level of recognition a historic property can receive without being a National Monument or a National Park. National Historic Landmarks are overseen by the National Park Service who gives them help and advice, and refers them to grant sources capable of funding very large projects.

Criteria for being an NHL is focused on the property's being of national significance, and being largely unchanged from its original appearance and configuration. Because the Yakima interurban electric railroad is the last intact example of its kind in the United States, and because its infrastructure is all original, it is a worthy candidate for NHL status. The process for becoming a National Historic Landmark generally takes from two to five years and involves reviews by several levels of authority.

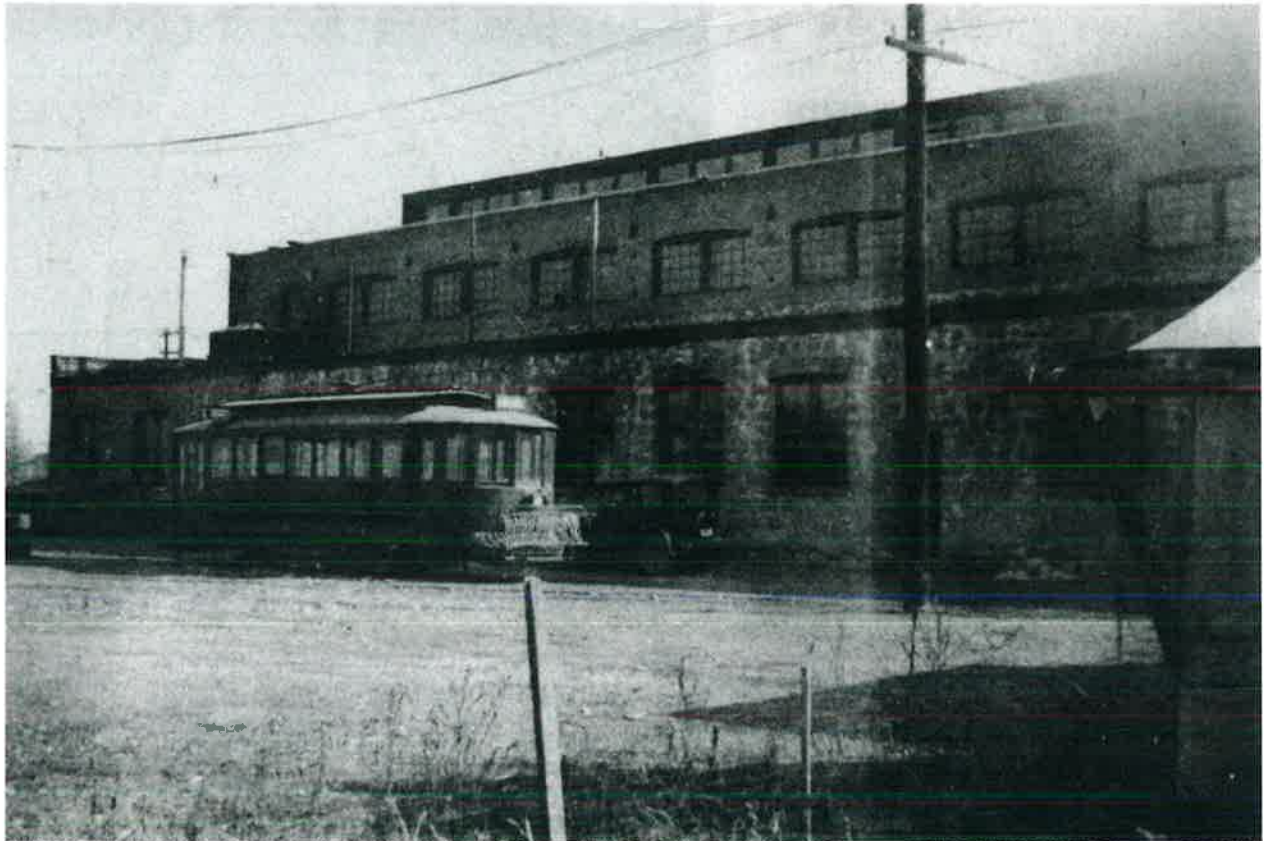
The property's owner must support its becoming an NHL, so Mayor Byers



THE YVT TRACK IN THE MIDDLE OF 6TH AVENUE HAS NOT BEEN REBUILT SINCE 1956 AND IT IS SHOWING ITS AGE.

wrote us a wonderful letter of support from the City of Yakima, owners of the trolley railroad. Shortly thereafter, the Yakima Herald-Republic newspaper wrote a strongly supportive editorial.

I am undertaking to write the nomination (just as I did for inclusion on the National Register of Historic Places in 1983) and I have hired an architect, Shannon Sardell, to assist me. She has experience helping see that other NHL nominations were accepted and approved. As soon as she saw the YVT property and infrastructure, she became a very enthusiastic supporter of its becoming a National Historic Landmark. So the future is bright.



THEN....THE YVT CARBARN WAS ALREADY 16 YEARS OLD WHEN ROBERT WILSON SNAPPED THIS PICTURE OF IT IN 1926 WITH ONE OF THE ORIGINAL SINGLE TRUCK STREETCARS PARKED IN FRONT OF IT.



....AND NOW. YVT CARBARN STILL LOOKS MOSTLY LIKE IT DID IN 1926, BUT THE CLERESTORY HAS BEEN REMOVED FROM THE MIDDLE OF THE ROOF.

ASSISTANCE FROM THE CITY

Under the administration of former Mayor Avina Gutierrez, the City of Yakima established an annual fund of \$10,000 available to Yakima Valley Trolleys for its day to day expenses. This fund came from a non-used state grant that was available to Yakima, and has been an enormous help to the trolley organization. By having costs of incidentals like utilities, office expenses, weed spraying, etc., covered, we have been able to direct our own revenues to things like capital expenses, promotion, repairs, etc. We much appreciate the City's help!

INCLUSION

One of our top motormen, Jim Moore, is a history buff and he has undertaken a project to find and recognize contributions to the YVT railroad by people from marginalized populations. He has pored over census records and genealogy archives to build a picture of what the composition of YVT's work force was like over the years. Results of his work may become a new book which will show the human side of the YVT railroad.

STREETCAR REFURBISHMENT

The two streetcars that opened public rides on the YVT railroad in 1974, have operated the last 47 years without major overhaul. They are both in need of TLC. We have taken one of them (#1776) out of service and disassembled the brake system and the electric speed controllers. Replacement parts were fabricated

by a machinist for the brake system, and they are presently awaiting reassembly on the streetcar.

The controllers are built up with many copper contactors and "fingers" of varying sizes and shapes. These controllers are nearing 100 years old, and parts for them are extremely hard to find. One supplier quoted a price of \$350 per pair of contactors and we need dozens of them. Fortunately, one of our members, Michael Gregory, owns a fabrication business and he offered to make all the copper parts we needed without charge. These parts have saved us many thousands of dollars.

Our head of maintenance, Russell Wentworth, is a competent mechanic and oversees all work done on the trolleys. Unfortunately he is still employed full time and cannot devote as much



OVER THE WINTER STREETCARS AND LOCOMOTIVES HUDDLE INSIDE THE CARBARN. IT IS SO COLD IN THE BARN THAT NOT MUCH GETS DONE OVER THE WINTER MONTHS. WORK WILL BEGIN AGAIN IN THE SPRING.

time as he'd like to for the work. One of our challenges in 2021 has been in finding volunteers who can help with whatever mechanical and electrical work is needed. Happily, the last surviving YVT employee, lineman Dick Noyes, has moved back to Yakima from western Washington, and is now assisting. Dick is an expert on repairing the overhead wire system since that was his job for 10 years on the YVT.

WINDOWS

Windows on the carbarn and powerhouse have been abused and broken by young vandals. Fortunately Yakima Police caught them in the act before they could do serious damage. We hired Valley Glass to replace the broken glass and we organized a work party to secure the old metal grates that are supposed to protect the windows on the outside.

In addition, there are rooms in the powerhouse and carbarn that need securing from vandals, and we applied for and obtained a \$5,000 grant from the National Railway Historical Society to purchase and install expanded metal grates on the inside of the windows to secure those spaces.

SOCIAL MEDIA

Our presence on social media greatly increased in 2021. I took on our Facebook page and Jim Moore took on our Twitter page. We both contributed not only current events, but also historical infor-

mation about the trolleys to increase awareness in the public for what a historic gem the YVT railroad is.

Our webmaster, Gregory Johnsen, has purchased directed advertising on Facebook and generously paid for it himself. The directed advertising and newspaper ads helped us have the most successful Halloween trolley runs ever in 2021.

A month and a half later, our Santa Trolley runs repeated the success of the Halloween Trolley with record breaking numbers. Altogether we carried 2,140 riders on just the Halloween and Santa trolleys alone.

On our last day of runs in 2021, we were visited by State Senator Jim Honeyford and his wife Jerri. They are both friends of historic preservation and were very interested in the degree of historical completeness our railroad has. Senator Honeyford works with the state capital budget and gave us some ideas on where to seek funding for the various projects.



KEN JOHNSEN MEETS WITH SENATOR JIM AND JERRI HONEYFORD AT THE TROLLEY MUSEUM ON DECEMBER 19TH. SENATOR HONEYFORD SAID HE WAS LOOKING FORWARD TO HELPING US WITH THE TROLLEYS.



SANTA CLAUS MAKES HIS ANNUAL APPEARANCE ON THE TROLLEYS IN DECEMBER.

Goals for 2022



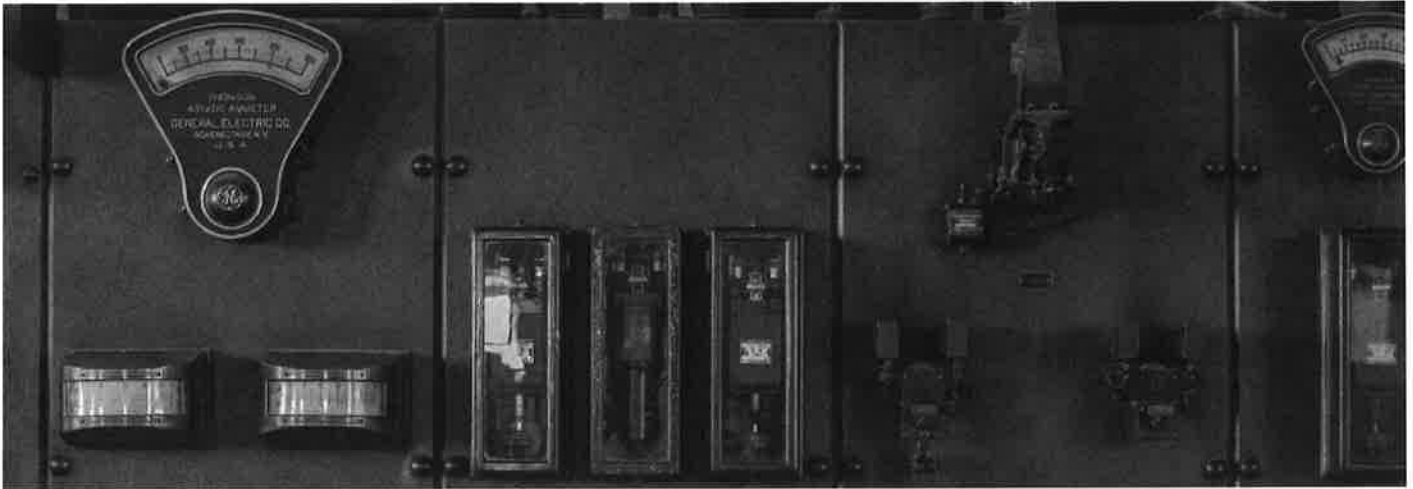
NATIONAL HISTORIC LANDMARK

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



TROLLEY REFURBISHMENT

We hope to finish refurbishment of trolley #1776 so that refurbishment of trolley number 1976 can begin.



SELAH GAP

We are working to find a person or business that deals with time domain reflectometry in order to design a workable alarm system against wire theft in Selah Gap. Once a foolproof system is devised, we will begin restringing overhead trolley wire in Selah Gap. We have the wire and hardware already on hand.



CARBARN FIRE SUPPRESSION

We want to get an adequate fire suppression system installed and paid for in the carbarn in 2022.



HY-RAIL BUCKET TRUCK

We need a newer model bucket truck to replace our old one which is worn out. If it came with hy-rail wheels attached, we could use it both on streets and in Selah Gap.

Financial Report

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NICK AND CHRIS BROWN HAVE THE HONOR OF BEING THE LARGEST SINGLE CORPORATE SPONSOR TO THE BRILL 160 TROLLEY PROJECT. THE BROWN FAMILY HAS A LONG AND CLOSE INVOLVEMENT WITH YAKIMA'S TROLLEYS.

The biggest fundraising story of 2021 was our project to restore Brill Trolley Number 160 and bring it to Yakima to add to our operating fleet of trolleys. From the beginning, we intended to make this project cost neutral to the City of Yakima, and I am happy to say we succeeded.

FUNDRAISING

The biggest fundraising story of 2021 was our project to restore Brill Trolley Number 160 and bring it to Yakima to add to our operating fleet of trolleys. From the beginning, we intended to make this project cost neutral to the City of Yakima, and I am happy to say we succeeded.

The cost we were quoted for total refurbishment by the Northwest Railway Museum in Snoqualmie was \$300,000. Our project got off to a great start with a Heritage Capital Projects grant from the State of Washington in the amount of \$150,000. We needed to match that amount in order to get the grant, and a massive fundraising effort was mounted in 2021 that not only matched it, but exceeded it by \$9,000. In case of any cost overruns, the extra money will be available and helpful.

PRIVATE DONATIONS

The largest private donations came from

YVT board members Paul Edmondson and Ken Johnsen at \$10,000 each. We reached out to the public through our social media, asking for support and received a good number of donations ranging from \$5 to \$5,000. We also received donations via our operating software which has a program that works like Go Fund Me.

CORPORATE SPONSORS AND GRANTS

A number of Yakima's civic minded businesses contributed to the Brill 160 Trolley Project. Wray's Market Fresh IGA stores contributed \$20,000. It will be noted that Wray's markets were founded by the same Yakima City Councilman Wray Brown who made Yakima's trolley project possible in 1974. His son Bob, and now his grandson Chris, have been staunch supporters of Yakima's trolleys.

Other corporate sponsors include Yakima Theatres, Pacific Power Foundation, Columbia Bank, Mann Properties, Fitch

Group Employee Match, Gress-Kinney-Parish Insurance, Ron's Coins & Collectibles, TreeTop Apple Juice Employees, the Coca-Cola Company and Cultural Reconnaissance.

In addition to the \$150,000 grant from the state, we were successful in securing a number of grants that helped either directly or indirectly to fund the 160 Trolley project. Some of these grants were used for other purposes, which then allowed Yakima Valley Trolleys to use funds from its own treasury towards the Brill 160 Project.

Grants were received from the Norcliffe Foundation, the Small Business Administration's Shuttered Venues grants, a Federal Government Covid Relief grant through the City of Yakima, and the National Railway Historical Society.

Yakima Valley Trolleys in Yakima

Yakima Valley Trolleys (YVT) has served Yakima and Selah's tree-fruit industry and trolley passengers since 1907 when the only other transportation option was a horse. In those early years, YVT played a major role in getting agricultural products and people to the Union Pacific Railroad Depot in Yakima. With over 40 miles of trolley lines, YVT was a state-of-the-art electric railroad that connected many popular destinations.

As is often the case with transportation infrastructure, decades of deferred maintenance and lack of funding for restoration threatened the very existence of this system. However, the determination of a small group of volunteers prevented its demise, and today, YVT is a living museum displaying the area's transportation heritage.

Until recently, YVT had little financial support and survived only because of the dedication of an all-volunteer staff. In 2017, an appropriation of approximately \$49,000 through HCP was matched by a \$100,000 commitment from the City of Yakima.

Work included restoration of the 1911 Powerhouse Museum, the 1910 Car Barn Museum, the facility's grounds, and the Selah trolley line, all of which showcase an important part of Yakima's heritage while stimulating tourism and enhancing the local quality of life. Grant funds were also used to create signage for the museum property. The HCP-supported project began in June 2017 and was completed in October 2019.

More recently, YVT acquired Brill streetcar #160, the restoration of which has been prioritized for funding in the 2021-2023 HCP grant cycle.

More info: yakimavalleytrolleys.org



Vintage streetcar photo courtesy of Yakima Valley Trolleys in Yakima.

THE WASHINGTON STATE HISTORICAL SOCIETY, WHO ADMINISTERS THE GRANTS SUCH AS THE ONE WE RECEIVED FOR THE BRILL 160 TROLLEY, PUBLISHES A MAGAZINE THAT HIGHLIGHTS SOME OF THE GRANTEES. OF THE 30-SOMETHING PROJECTS RECEIVING THE GRANTS, YAKIMA'S TROLLEYS WERE ONE OF THREE PROJECTS SELECTED FOR SHOWCASING IN THE MAGAZINE.

**YAKIMA VALLEY TROLLEYS
INCOME STATEMENT
FOR THE TWELVE MONTHS ENDING DECEMBER 31, 2021**

	Current Month	(%)	Year to Date	(%)
Revenues				
Gift Shop Sales Revenue	\$253.99	3.52	\$1,104.50	6.57
Non-Taxable Sales-Water	\$6.00	0.08	\$32.00	0.19
Trolley Ride Revenue	\$6,856.00	95.05	\$13,990.00	83.24
Charter Trolley Revenue	\$-	0	\$300.00	1.79
Donations Revenue	\$(11.00)	-0.15	\$-	0
Endowment Donations	\$(87.92)	-1.22	\$-	0
Member Dues Revenue	\$-	0	\$1,380.00	8.21
Gain (Loss) on Investments	\$196.00	2.72	\$-	0
Total Revenues	\$7,213.07	100	\$16,806.50	100
Cost of Sales				
Total Cost of Sales	\$-	0	\$-	0
Gross Profit	\$7,213.07	100	\$16,806.50	100
Expenses				
Gift Shop Merchandise	\$-	0	\$17.06	0.1
Museum Operating Supplies	\$-	0	\$95.47	0.57
Vending Machine Products	\$-	0	\$40.84	0.24
Event Expenses	\$74.06	1.03	\$129.21	0.77
Other Trolley Operations	\$-	0	\$207.71	1.24
Truck & Equip Repair & Maint	\$0.98	0.01	\$892.32	5.31
Track & ROW Maint	\$-	0	\$187.92	1.12
Bldg & Yard Maint	\$-	0	\$1,622.31	9.65
Electricity Expense	\$81.27	1.13	\$1,851.97	11.02
Natural Gas Expense	\$56.31	0.78	\$290.19	1.73
Water & Sewer Expense	\$71.70	0.99	\$525.83	3.13
Telephone Expense	\$-	0	\$121.63	0.72
P. O. Box Rental	\$-	0	\$106.00	0.63
Mailing & Shipping	\$21.53	0.3	\$76.53	0.46
Office & Admin Expense	\$10.02	0.14	\$72.86	0.43
Gov't Fees/Licenses	\$-	0	\$10.00	0.06
Media Advertising	\$-	0	\$1,225.62	7.29
Publicity & Marketing	\$630.00	8.73	\$4,250.00	25.29
Outside Consultant Expense	\$-	0	\$375.00	2.23
Dues & Membership Expense	\$331.00	4.59	\$887.00	5.28
Website Expense	\$-	0	\$540.00	3.21
Grants & Funding Expense	\$-	0	\$2,571.00	15.3
Historic Heritage Expense	\$-	0	\$287.96	1.71
Accounting/Audit Fees	\$-	0	\$150.00	0.89
Cash Register Over/Under Exp	\$(5.42)	-0.08	\$21.31	0.13
Credit Card Processing Fee	\$78.77	1.09	\$265.52	1.58
Fageol Twin Coach	\$387.73	5.38	\$439.11	2.61
City Expense Reimbursement	\$(5,585.01)	-77.43	\$(5,585.01)	-33.23
Total Expenses	\$(3,847.06)	-53.33	\$11,675.36	69.47
Net Income	\$11,060.13	153.33	\$5,131.14	30.53

**YAKIMA VALLEY TROLLEYS
BALANCE SHEET
DECEMBER 31, 2021**

ASSETS

Current Assets	
Cash-Cash Register	\$8.21
Cash in Bank-Columbia Bank	\$137,872.75
Fidelity Investment Acct	\$34,241.35
Investmnt Acct-Morgan Stanley	\$12,630.87
Total Current Assets	\$184,753.18
Property and Equipment	
Vehicles Owned	\$1,859.50
Total Property and Equipment	\$1,859.50
Other Assets	
Brill 160 Restoration	\$13,750.00
Total Other Assets	\$13,750.00
Total Assets	\$200,362.68

LIABILITIES AND CAPITAL

Current Liabilities	
Sales Tax Payable	\$91.33
SBA Grant Operating Funds	17,017.39
Total Current Liabilities	\$17,108.72
Long-Term Liabilities	
Reserve for Track Repairs	\$4,214.14
Endowment Savings Reserve	\$47,338.53
Reserve for Overhead Wire Rep	\$10,373.69
Reserve for Brill 160 Restore	\$70,188.32
Total Long-Term Liabilities	\$132,114.68
Total Liabilities	\$149,223.40
Capital	
Equity-Retained Earnings	\$46,008.14
Net Income	\$5,131.14
Total Capital	\$51,139.28
Total Liabilities & Capital	\$200,362.68

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, 2021. 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 one with 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: 1/9/2022

Impact

28

2670

2021 was only half of a normal operating season due to COVID-19 restrictions, but we had 2,670 visitors from around the globe

2900 | 689 | 432

Our followers on Facebook, Twitter, and Instagram, respectively

79,078

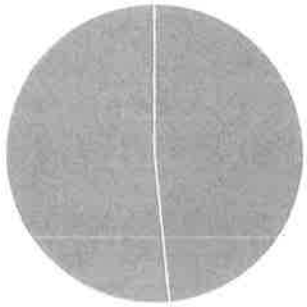
The reach of our Facebook page, i.e. the number of people who saw any posts or activity, direct or shared by others, in 2021

19,185

Unique visitors to our website in 2021

15

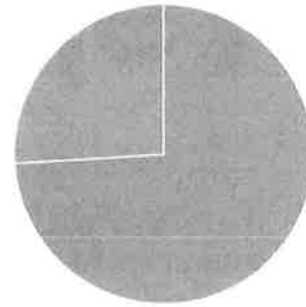
Articles in the Yakima Herald-Republic for the year 2021



52%

**OF FACEBOOK
FANS**

Yakima's trolleys are famous around the nation and the globe! 52% of our fans on Facebook hail from outside of Yakima.



26%

OF MEMBERS

26% 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 YAKIMA VALLEY TROLLEYS AND GET INVOLVED

Membership applications can be printed off from our website (www.yakimavalleytrolleys.org) or can be obtained at the gift shop at the trolley powerhouse. An online membership application is also available on our website.

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 you help!

Yakima Valley Trolleys has established an endowment fund which will eventually help cover some of our expenses. Please consider a bequest in your estate planning to support the endowment fund.

CONTACT

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Website: www.yakimavalleytrolleys.org

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
