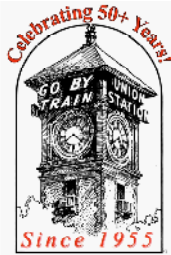


The



Trainmaster

November 2009

The Official Publication of the
Pacific Northwest Chapter
National Railway Historical Society
Portland, Oregon



PACIFIC NORTHWEST CHAPTER TIMETABLE #568

Board of Director's meetings: November 12 & December 10, Thursdays, 9320 SW Barbur Blvd Suite 200, 7:30 pm (Note address for Board meetings; follow instructions posted on the door for entry.)

Lending Library is open two Saturday afternoons from 1:00 to 4:00 pm: the Saturday following the membership meeting (November 21) and also the following Saturday (November 28). It is also open every Monday morning from 10 am to noon. A wealth of material is available for PNWC member check-out.

Archives work parties on Mondays from 10 am until at least noon.

Membership Meetings: St. Mark's Lutheran Church, 5415 SE Powell Blvd :

November 20 7:30 PM – Program: *A Virtual Tour of PNWC's Rolling Stock*, Keith Fleschner

December 18 6:00 PM – Potluck: 2010 Officer/Director Election, 2010 Budget Approval,
2009 - Year in Review.

January 10 7:30 PM – Program: Video: *Glacier Park Lodges and Related Great Northern RR History*, Jim Long

Forward program ideas to Al Baker, 503.645.9079 or albaker33@comcast.net.

NOTABLE NON-CHAPTER EVENTS:

October 30 – January 31, *The West the Railroads Made* Exhibit, Oregon Historical Society Museum, Portland, Oregon, www.ohs.org

November 21 *Family Day – The West the Railroads Made* Focus, 10 to 5, Oregon History Museum, www.ohs.org

December 4-5-6, *Holiday Express '09 (SP&S 700)*, Oregon Rail Heritage Foundation, www.orhf.org

December 11-12-13, *Holiday Express '09 (SP4449)*, Oregon Rail Heritage Foundation, www.orhf.org

June 22 – 26, *2010, Endless Mountain Rails*, NRHS 2010 Convention, Scranton, Pennsylvania, www.endlessmountainrails.com

January 2011, Brooklyn Roundhouse, yard vacated

June 2011 *Cascade Rails 2011*, NRHS convention, Tacoma Washington

January 2012, Brooklyn Roundhouse, vacated & steam locomotives moved

MEETING SNACK SIGN-UPS

All months are available. This is one area where the Chapter really needs your help. To volunteer, please contact Keith at 503.516.9272 or email to: keithfleschner@msn.com.

PNWC – NRHS MISSION

To preserve and interpret Pacific Northwest railroad history and historical artifacts for the education and enjoyment of current and future generations.

NOTES FROM A MEETING

Keith Fleschner, President

Fall is transition time. One can look back at some great events such as the recent Chapter picnic. If you can't look back, I'll tell you that you missed a good one. Thanks to Ron and Christopher, the Activities Committee, Jeff Honeyman, and the Oregon Zoo for making a great event.

If you spend time on the Internet, you see that styles change constantly. Our website team, led by Mark Whittsen, has been working a lot lately giving our site a fresh look. We also have some new content, so take a look at www.pnwc-nrhs.org. Thanks to our web host, Jim Long, and to Glenn Laubaugh for starting the site.

One can also look forward to events in the near future. Preparations are underway for another *Holiday Express*. The 700 will be pulling the first weekend with 4449 on the second weekend. Chapter members can (and thankfully do) help in many areas. We provide all the Car Hosts. If you've not been a Car Host before, this is a great time to start contact Karl Westcott for details (see back page for contact info). You can also volunteer directly for the event at www.orhf.org. ORHF needs lots of volunteers.

The Rolling Stock Committee has been working to make sure that all the cars in the consist are ready to go. If you'd like to help, contact me. The Chapter also provides all the Car Men for the event. With my rolling stock hat on, I'm leading the November program. It will be a virtual tour of the Chapter rolling stock. If you have questions, it's a great time to ask them.

December will be here before you know it, with the Annual Meeting, elections, and *Train Toys for Tots*. What are you bringing to the Potluck? See you soon.



Above is the official Logo of the Marine Corp *Toys for Tots* Program. It's obvious from their choice that they, as do we, recognize the magic of railroad-related toys. Please bring your new, unwrapped, train toy to the December meeting and Potluck. It's your opportunity to create a rail fan.

HOLIDAY EXPRESS CAR HOSTING

PNWC has again accepted the responsibility for providing Car Hosts for the *Holiday Express*. The *Express* will run the first two weekends of December 2009. Car Hosts are scheduled in three-run blocks, each shift takes about 4 1/2 hours. If you have never been a Car Host before, this is a perfect event to start with. Duties include: assisting with clean-up; preparing cars for passengers before and after each trip; greeting and seating passengers (assisting as necessary); and (without distracting from the passengers' trip) explaining area and equipment history; and PNWC's and ORHF's mission.

We have a limited number of opportunities for youth and non-Chapter member hosts. Youth hosts are, preferably, a Chapter member and must have an adult, family Chapter member who is responsible for their conduct, serving as host or crew on the same trips. Non-Chapter member adults can be considered if sponsored by a Chapter member, preferably serving as host or crew on the same trips. (A great way to recruit new members.)

Sign-up sheets will be available at the November meeting, or email Karl Wescott at karlw@wescotts-auto.com or phone 503-658-3183 (day), 503-658-4943 (evening). (See page 4 for sign-up sheet)

PNW SHORT LINES

by Arlen L. Sheldrake

In September, *Union Pacific Railroad* in Portland converted Albina to a manifest yard and Brooklyn to the intermodal yard. SE Portland experienced a major increase in truck traffic complicated by the continuing construction of the MLK Viaduct and the associated weight restriction on the old structure.

A couple of interesting websites: Interesting *Southern Pacific Railroad* history is located at: www.wx4.org. A site dedicated to preserving the history of railway surgeons and hospitals, and educating the public about their work and contributions to medicine can be found at www.railwaysurgery.org/army.

Vancouver International Airport (YVR) is now served by the new *Canada Line*, an automated light metro system, with 25 minute trips to downtown Vancouver. More info: www.canadaline.ca.

TriMet has purchased some backup for their fully utilized *Westside Express* service DMU units. Two Budd RDC-2 units have been purchased from *Alaska Railroad* as they eliminate their four RDC units. The RDC-2 units seat 70 with a baggage compartment and are AAR 711 and 712. The destiny of the other two *Alaska Railroad* RDC-3m units is unknown.

Effective September 25, Leavenworth, Washington is a stop on the *Empire Builder* (Seattle branch) with the opening of their new Icicle Station. What a neat new way to visit this Bavarian-themed city.

Oregon has 68 railroad tunnels, the longest being the *Union Pacific Railroad* tunnel in North Portland at 5,435 feet.

The September 19 *Idaho Statesman* newspaper reported that the Pioneer feasibility study mandated by Congress has been completed by J.L. Patterson and Associates of Orange, California with the following findings:

- about \$374 million is needed to bring the existing rail lines along the route back up to *Amtrak* safety standards, buy locomotives and passenger cars, and train employees.
- \$25 million a year or more is needed to subsidize the train's operation.

Four options were studied, with a minimum annual operating cost of about \$36 million with an estimated 102,000 passengers riding each year between Salt Lake City and Seattle. The four service options included:

- Salt Lake City to Seattle, with stops in Ogden, Utah, and then Pocatello, Shoshone, Boise and Nampa, Idaho before entering Oregon and heading to Portland and then Seattle.
- Denver to Seattle, sending the train through Wyoming before connecting in Ogden and then on to Portland and Seattle through Idaho.
- Salt Lake City to Portland, with stops in southern Idaho.
- Denver to Portland, with stops in Wyoming, southern Idaho and Oregon.

Trains magazine special edition #4 – 2009, Locomotive 2009, includes the article *ER for EMDS* that is described as: “On a typical day, the *Portland & Western* needs 32 units in service, meaning that 80 percent of the fleet must be available at all times. Making that happen are the 13 men of the mechanical department.” A nice description of the Albany, Oregon facility and activities.

A brief update on the very busy Oregon Rail Heritage Foundation: In mid-September, after reviewing proposals from seven architectural firms, ORHF has hired Hennebery Eddy Architects of Portland, Oregon (www.henneberyeddy.com) to design the new ORHF restoration facility near OMSI. At the September 21 ORHF Board of Directors meeting, the Brooklyn Roundhouse future study committee of Dave Brown, Gus Kamp, Phil Barney, and Phil Selinger, presented their six-page, white paper report: *The Future of the Historic Brooklyn Roundhouse, Review of Options and Costs*. Two firms helped with the costing information: Lake Oswego Insulation assessed the means and costs of abating the lead paint and asbestos that cover the roundhouse and its timber frame, and Oregon Timber Works assessed the feasibility and cost of deconstructing the roundhouse. The study found that the bolted timber frame of the roundhouse is mostly in good condition. Major issues are the building's asbestos sheathing, asbestos timber coating, and lead paint. No decisions have yet been made.



PNWC Car Hosts and Members

Thank you for your interest in volunteering to car host for the 2009 Holiday Express. The dates are December 4-6 and 11-13 2009.

We will be scheduling by 3 run blocks. Two on each Friday, Three on each Saturday and Sunday. Our target is 5 hosts each run, with at least 3 experienced hosts. Minimum staffing will be 3 hosts. The consist should be the same as last year. Hosts need to be prepared to board 30 minutes before first departure, and stay 1 hour after last arrival for cleanup and preparation for the next train.

Departures	Morning			Afternoon			Evening				
Fri Dec 4	-	-	-	2p	3p	4p	-	6p	7p	8p	
Sat Dec 5	10a	11a	12p	-	2p	3p	4p	-	6p	7p	8p
Sun Dec 6	10a	11a	12p	-	2p	3p	4p	-	6p	7p	8p
Fri Dec 11	-	-	-	-	2p	3p	4p	-	6p	7p	8p
Sat Dec 12	10a	11a	12p	-	2p	3p	4p	-	6p	7p	8p
Sun Dec 13	10a	11a	12p	-	2p	3p	4p	-	6p	7p	8p

2009

Chapter Member

Youth (Age___)

Guest

Youth/Guest Sponsor: _____

Please indicate your preferences by marking the boxes with an X if you are able to be scheduled, fill in solid if you want an extra effort made to schedule you to that run.

	9:30a-2:00p	1:30p-5:00p	5:30p-10:00p		1:	2:	both:
Friday Dec 4	-	<input type="checkbox"/>	<input type="checkbox"/>	Weekends	1: <input type="checkbox"/>	2: <input type="checkbox"/>	both: <input type="checkbox"/>
Saturday Dec 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Blocks per day	1: <input type="checkbox"/>	2: <input type="checkbox"/>	3: <input type="checkbox"/>
Sunday Dec 6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	CPR certified?	yes: <input type="checkbox"/>	no: <input type="checkbox"/>	
Friday Dec 11	-	<input type="checkbox"/>	<input type="checkbox"/>	First aid card?	yes: <input type="checkbox"/>	no: <input type="checkbox"/>	
Saturday Dec 12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EMT or above?	yes: <input type="checkbox"/>	no: <input type="checkbox"/>	
Sunday Dec 13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Our priorities are in order. 1. Full staffing of each train. 2. Avoid overloading hosts. 3. Accommodating as many people to be hosts as possible. 4. Meeting personal preferences. 5. Opportunitys for new (junior) hosts.

Name _____

Phone _____

alt Phone _____

email _____

Completed Forms to:

Karl Wescott
 19564 SE Highway 212
 Damascus, OR 97089
 503-658 3183, 503-658-4943
kariw@wescottsanti.com

Please return completed forms to Karl Wescott, or email info, by November 25th. Thank You.



The Chambers Railroad Bridge is the only remaining covered railroad bridge in Oregon. It is believed to be one of only two remaining west of the Mississippi River. The 78-foot bridge was constructed in 1925 by lumberman J.H. Chambers to transport logs across the Coast Fork Willamette River to his sawmill on the east side of the bridge. The bridge was in operation from 1925 to 1951. In the 1950s, the railroad was sold for scrap and the bridge was no longer used. The bridge was in private ownership until December 2006 when the City of Cottage Grove finally secured full ownership of the bridge. It is now listed on the National Historic Register (NRIS no. 79002081).

While in private ownership, no maintenance was performed and significant damage and decay occurred to the bridge. The only reason the bridge remains standing today is because it was constructed using oversized timbers to support the heavy loads of the steam locomotives and railcars loaded with logs. The oversized materials used in the original construction of the bridge add significant cost to the restoration efforts.

In addition to acquiring the bridge, the City has pursued the ownership of property on the east end of the bridge. As a result, sufficient property on the east end has been donated to the City for access and future development of a park. Coupled with the City's current ownership of the land on the west end of the bridge, we have secured full access and use of the bridge. The bridge, when restored, would serve as an additional pedestrian and bicycle crossing across the Coast Fork Willamette River.

Immediately after acquiring the bridge, the City hired OBEC Consulting Engineers to evaluate

the bridge's condition and provide data on what to do. The report details the extent of damage and decay and provides direction on beginning the restoration.

The bridge has significant structural issues. It is leaning to the upriver side. Concern exists that if restoration work is not begun quickly, the historic treasure of Oregon's only remaining covered railroad bridge will be lost.

The Chambers Railroad Bridge was awarded a \$1,315,370 grant from the National Historic Covered Bridge Preservation Program.

The City will be required to provide a match of at least \$136,000.

The City began the *Round Up for the Bridge* program in February 2007 to provide an opportunity for local citizens to contribute to the restoration project. The program basically invites citizens to round up their Water/Sewer bills and this rounded up change goes to the trust fund established to fund bridge restoration. Many citizens have taken the opportunity to round up for the bridge. We have had some round up an additional dollar or two. The largest round up we have seen is \$20. The trust fund is established so that anyone can also donate into the fund to help with the bridge restoration. As of February 27, 2009 we have raised \$7,790 through the program. The funds raised will be used to help achieve the match needed for the National Historic Covered Bridge Preservation grant that we have received.



We anticipate that restoration work will begin this summer. We have begun the work of getting permits and seeking approval for instream work during this summer's instream water period (June - October). To mark and disassemble the bridge we will have to be in the water. We hope to be bidding the "salvage" (marking and disassembling) separate from the full restoration to expedite the removal of the bridge this year. We have selected OBEC Engineers to perform the engineering and design of the restoration project. Our first meeting to kick off the full efforts of the project will be in mid-March. (Some of the work to secure the necessary permits has already begun.)

After removal this summer, the bridge would be restored offsite and then reassembled at the historic site in the summer of 2010. It is an ambitious goal, but we believe we can do it.

This information provided March 2, 2009 by Richard Meyers, City Manager, Cottage Grove, Oregon. Donations may be sent to: City of Cottage Grove, Attn: Chambers Railroad Bridge Restoration, 400 E Main Street, Cottage Grove OR 97424.

HOW(E) IT WORKS

By Steve Hauff

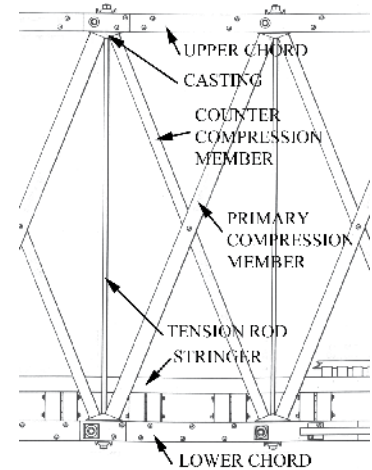
From its invention and patenting in 1840, until the style finally succumbed to more modern designs and materials in the mid-1920s, William Howe's truss was a mainstay for bridge builders and architects throughout the world. Howe originally devised the truss for architectural purposes (he needed a long span for roof in a church) but the modular aspect of the design lent itself to both road and railway bridge applications.

On railways, the Howe truss fell into three general types: the pony truss, where the trusses were not as tall as the trains and there was no cross-bracing at the top of the trusses; the deck truss, where the rails and ties were carried completely above the trusses; and the through truss, where the trains went between the trusses and under a series of cross-braces at the top of the trusses. There were covered variants of all three types, though in the case of the pony and deck trusses, the cover generally only enclosed the truss structure and not the cross-bracing. In the case of the through truss, most were open, but there are examples of partially-covered (trusses only) and fully-covered varieties, such as the Chambers Bridge.

The design appealed to railroads for several reasons: first, the chords were essentially modular, with heavier loads being accommodated by adding members (three to seven was common) and clear spans as long as 150 feet typically used components no longer than 85 feet; second, the angle castings and tension rods could be standardized, limiting the inventory of replacement parts; third, the compression members were square-cut and of uniform length, allowing prefabrication and pre-treatment with preservative; fourth, the relatively modest size of the components allowed the construction of the bridge without large cranes or elaborate launching structures (although falsework was required).

The genius of Howe's design was that he used materials where they worked best - steel or iron for the vertical tension members; wood for the angled compression members; and a modular scheme for the chords. These features, coupled with simple wood joinery, made for an easily erected and simply maintained structure.

While construction of the railroad Howe trusses essentially ended in the 1920s, a significant number of this type of bridge remained in rail service until the 1970s and 1980s. Unfortunately, few examples survived into the twenty-first century.



CHAMBERS BRIDGE UPDATE

Cottage Grove plans on starting the project in June 2010 at the beginning of their "low water window" which runs to October. They had hoped to start this year but failed to obtain a permit due to preservationists not endorsing the project. Mr. Meyers said the preservationists' issue with the project was a concern about not having a definite plan in writing about rebuilding the bridge once it was disassembled. That issue has now been resolved, but it was too late in the season to begin disassembly. OBEC Engineering (with ODOT's endorsement) is going to handle the project and they have rebuilt many other covered bridges. The project is estimated to cost \$1.5 million (this year) and the grant received was for \$1.3 million. The City has \$150K earmarked to kick in, plus the "round up" project on citizens rounding up their water bills and contributing to the project has so far raised \$8,745.00. The City Manager said one way or another they're going to find any necessary money for this. There is a serious concern as to whether the bridge will survive another winter - the OBEC people didn't go on the bridge due to safety concerns. Information from: Richard Meyers, Cottage Grove City Manager.

SEPTEMBER MINUTES

Pacific Northwest Chapter – National Railway Historical Society

Membership Meeting – September 18, 2009

Tonight we have reversed the schedule by having the program first, snacks and then the business meeting. Tonight's program is the Oregon Coast Scenic Railroad presented by Aaron Zorko, JJ Thompson and Richard Sweeney.

Business meeting called to order at by President, Keith Fleschner at 8:40pm.

Thanks to our new member Lila Stephens for providing snacks this evening.

The Chapter BOD is serving as the nominating committee for 2010. They have nominated the following

Keith Fleschner for President (incumbent)

Mark Reynolds for Vice President (incumbent)

Jean Hickok for Secretary (incumbent)

George Hickok for Treasurer (incumbent)

Two Director at Large positions end each year (these positions have a two term, term limit)

Seat currently held by Al Baker who will run for reelection

Seat Currently held by Bill Hyde who cannot run due to term limits

Randy Rock has been nominated for that position

The president opened the floor for nominations at the meeting

No nominations were received

Chapter picnic event at the Oregon Zoo is this Saturday, September 19, starting at 5:30pm at the Washington Park Station arranged by Ron McCoy.

S2 #36 donations have moved up now to break the \$10k mark. We are at 25% of our goal. Thank you to those who have made donations. Keep your donations coming in.

October Trainmaster will be coming out with the Roundhouse tour information per Arlen Sheldrake. Tour date is Saturday, October 24. Members and guests will need to register. Information will be conveyed along with directions.

October 30th 2 for 1 admission coupon for the Oregon History Museum will be in the October Trainmaster.

Ed Berntsen – October 31-November 1 Ed has information on an Amtrak Charter celebrating the Transcontinental Railroad.

Ron McCoy made a motion to approve the July & August membership meeting minutes. Motion 2nd by George Hickok. Motion approved by membership present.

George presented the Treasurer's report. There were no extraordinary expenses this month.

Air conditioner for Room 1A – There was an urgent board item to add a budget item of \$2000 to repair the air conditioner in Room 1A which is not working. This extension to the budget is to repair the wiring for the air conditioner and acquire a new air conditioner. The board approved this request. Due to not having a quorum at the last two membership meetings, this request had not been brought to the membership. In the meantime, an anonymous donor has donated a new air conditioner to the chapter. This new air conditioner, 36,000 BTUs is the largest window air conditioner made. The wiring has been repaired. We are in the process of installing the new air conditioner. George Hickok asked for a motion to approve this budget request. Leonard Morgan made a motion to approve the budget request. Motion 2nd by Jim Hokinson. There was discussions regarding the old air conditioner. It will be repaired and then can be used in Room 1 per request by Library/Archives Committee. Motion approved by membership present.

De-humidifier in Room 1A was not functioning. It has been removed and repairs are underway per George Hickok.

Surveys – we have received responses for over half of what was sent. Please return surveys for those that have not returned yet. We have received good information from those that have returned the surveys.

National renewals should be in the mail in October timeframe. We have renewal applications for 2010. Thanks to Trent. Rates for National has changed.

The NRHS convention, to be held in June 2011, will be hosted by the Tacoma Chapter. PNWC may be helping with this convention.

November's program is a virtual rolling stock tour by Keith Fleschner.

Per Al Hall, Saturday Sept 26th is Smithsonian museum day and asked everyone to come to Antique Powerland.

Al Hall asks for someone to become concessions chair because it's been getting harder for Al to do this any longer. Al is willing to teach who wants to take this on. Please contact Al Hall or Keith Fleschner if you wish to volunteer. Thanks Al for chairing this for all these years.

Terry Parker shared train shows coming up in the next few weeks in September and October.

The Website committee has been working on renovating the Chapter's website and working on the history of Trainmasters for members only through our website.

Northwest Trek – outside of Tacoma – runs a passenger train from Tacoma to Eatonville to Northwest Trek and back. This is a chance to see a section of track that doesn't have passenger traffic. Search by "Tacoma Train to Trek". October 03, 2009 is the last trip for this year.

Meeting adjourned 9:36pm.

Respectfully submitted by Jean Hickok, Secretary.

OCTOBER MINUTES

Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – September 18, 2009

Meeting called to order at 7:33pm by President, Keith Fleschner.

No Membership meeting minutes to approve.

No Treasurer's report tonight.

Thanks to Lila Stephens for providing snacks this evening.

Holiday Express is coming. Keith has car hosts sign-up sheets. Chapter takes care of car hosting through Karl Wescott and ORHF takes care of other staffing requirements if anyone wishes to volunteer.

Reminder to turn in surveys if you haven't already.

Maxine Rodabaugh is doing better and everyone wishes her a speedy recovery.

Bob Terkelsen was not feeling well and he is doing ok. Membership wishes a speedy recovery to Bob.

The air conditioner is running and working in Room 1A.

The SP4449 is on its way back west bound.

Roundhouse Tour is Saturday, October 24. Sign-up is going well. Ron McCoy will have cookies, coffee, cider and tea in the Mt Hood.

Holiday Potluck, Friday, December 18, 2009 on normal meeting night. Potluck will start at 6:30pm. Ron McCoy, Darel & Diana Mack are organizing this potluck. Darel & Diana will bring the ham for Chapter. Ron will make his famous cheddar sour cream mashed potatoes. We will talk more about this next month at the membership meeting with a potluck sign-up sheet. We will also have elections at this meeting in December

Toys for Tots – The Chapter will be partnering with the Marine Corp Reserve again this year. Bring new unwrapped toys to our December membership meeting.

Other –

The Chapter has applied for Oregon Heritage Grant to fund the S2 painting, if we get it we have to match it. We should know in the near future if we are successful. It's a matching type of grant. Keep sending in your donations for this project.

Harris Canyon water tower. Ron McCoy has been in contact with Chapter member, Jerry Tanquist. Jerry approached the Chapter Board in regards to a restoration project of a water tower in the Deschutes. Chapter was invited to be involved and to act as the bookkeepers of the project. Due to issues with project management the Chapter Board has declined. Ron was going to visit the site to see the restoration.

Picnic on September 19, 2009 at the Washington Park and Zoo Railway – The Chapter had a good turnout for this activity and we even made a little money. Everyone had fun. We may do this activity bi-annually. Ron McCoy is working on what the Chapter can do for next year's picnic.

Tonight's program is by Al Baker on his adventures at NRHS's Adult Rail Camp in Ely, Nevada in July/August this year.

Next month, November's program is by Keith Fleschner, "A virtual Tour of PNWC's Rolling Stock".

Remember – December is potluck & elections.

Jim Long will present January's membership meeting program.

Contact Al Baker with volunteers for programs and your program ideas.

Meeting adjourned at 07:56pm.

Respectfully submitted by Jean Hickok, Secretary.

Notice

The Chapter Board of Directors is recommending the following change in the Chapter Bylaws. This will be voted on at the December 18 Membership meeting.

Current Bylaws:

Section 3.05 Quorum Twenty-five chapter members in good standing shall constitute a quorum for business meetings.

Proposed Revision:

Section 3.05 Quorum Chapter members in good standing, present shall constitute a quorum for business meetings.

FROM THE PNWC ARCHIVES



The Whitney Company, near Tillamook, named their locomotives as well as numbering them. These photos show *Big Jack*, a 2-8-0 equipped with a slope-back tender. The locomotive carried the number 2501. Notice the unusual handrail from the running board to the pilot beam. The home-built boxcar behind the locomotive appears to be both a supply car and a mulligan (crew) car. The flat cars in the upper photo are carrying split firewood. The logs in the lower photo are being hauled on disconnected trucks. *Photos, George Abdill collection, PNWC-NRHS*



S2 #36 Restoration Fund

DONORS GOAL \$40,000

Golden Spike level: \$1000 and up

John & Lois Sheldrake♥, Rita & Arlen Sheldrake,
Jim & Valinda Hokinson, Gordon Zimmerman

Rail level: \$500 to \$999

Darel & Diana Mack, Al & Judy Hall

Cross-Tie level: \$100 to \$499

Roberta Ballard*, Al Baker,
Chuck McGaffey, APMA '08 Anony.*
Todd Landwehr

Tie Plate level: \$50 to \$99

Phil Barney, Robert Wenzel, Thomas Barrett,

APMA '09 Anony.*, Ron McCoy & Christopher Bowers

Steel spike: \$1 to \$49

Ted Ahlberg♥, Doug Auburg, NTD Anonymous
Thomas Vandegrift*, Tammy Auburg, Jim Long
Multn. Falls '09 Anonymous*, George & Jean Hickok
(♥= In Memoriam * = non-member)

**\$10,085
raised**
as of 9-11-09



If you'd like to help restore the Chapter's S-2, make a donation to the restoration fund.

Add your support to this worthwhile project.

Make a gift to the Pacific Northwest Chapter. Then make a matching gift to the Oregon Cultural Trust and claim 100% tax credit. It's that simple. Learn more or donate online at: www.culturaltrust.org

**Oregon
Cultural
Trust**

775 Summer Street NE, Suite 200
Salem, OR 97301
(503) 986-0088
CULTURAL.TRUST@STATE.OR.US

Chapter Officers

President	Keith Fleschner	503.516.9272
Vice President	Mark Reynolds	503.638.7411
Treasurer	George Hickok	503.649.5762
Secretary	Jean Hickok	503.649.5762
National Director	Edward M. Berntsen	253.383.2626
Past President	Arlen Sheldrake	503.223.7006

Chapter Directors-at-Large

Eileen Brazil	2008-2010	503.647.5667
Jim Hokinson	2008-2010	503.635.4826
Ron McCoy	2009-2011	503.310.4811
Christopher Bowers	2009-2011	503.577.0063
William D. Hyde	2007-2009	503.666.5530
Al Baker	2007-2009	503.645.9079

Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
Concessions	Al Hall	503.699.5042
Chapter Rep., Oregon Rail Heritage Foundation		

Chapter Home	Keith Fleschner	503.516.9272
Elections	George Hickok	503.649.5762
Membership	Jim Loomis	503.253.3926
Flanger Restoration	Diana Mack	503.723.3345
S-2 Restoration	Charles Stevens	503.692.6611
Meeting Programs	Mark Reynolds	503.638.7411
Rolling Stock	Al Baker	503.645.9079
	George Hickok	503.649.5762
	Keith Fleschner	503.516.9272

Chief Mech. Officer	Peter Rodabaugh	503.771.8545
Car Rental Agt	Bob Jackson	503.231.4808
Library	Bob Weaver	503.654.4274
Excursions	Jim Long	503.313.7382
Car Host	Karl Westcott	503.658.4943
Safety Officer	Keith Fleschner	503.516.9272
Webmaster	Jim Long	503.313.7382

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