

The



TRAINMASTER



Official Publication of the Pacific Northwest Chapter, National Railway Historical Society.

Please send correspondence and contributions to: Bryan Leeder, Editor; PO Box 5978; Vancouver, WA 98668. Telephone: (206) 693-0976.

HELP WANTED DEPT.--Yours truly will be leaving his post as TRAINMASTER editor after the January issue is mailed. If you are interested in serving in this very important post and can spare the time, please contact President Doug Auburg (206-694-7769) or contact the editor at the telephone number shown above. Thanks.

CHAPTER TIMETABLE NO. 303--DECEMBER 1987

December 10, 1987 Thursday 7:00 pm--December BOARD OF DIRECTORS MEETING at the Columbia Gorge Model Railroad Club at the corner of North Vancouver Avenue and Russell Street. All Chapter members are welcome to attend. If you wish to address the board, please check in with President Doug Auburg prior to the meeting. Much give-and-take goes on here. Runs until at least 10:00 pm.

December 18, 1987 Friday 7:30 pm--December MONTHLY MEMBERSHIP MEETING at the Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. Goodies between business meeting and entertainment. Please put some money in the "kitty" so we can continue to eat well. "Newsreel" before the program; bring slides of current railroad events. This month's program will be "Scandinavia" by Doug Auburg. Please remember to bring your ballots for the tie-breaker election for the office of Chapter Secretary to this meeting if you don't care to mail them to Marilyn Rehm.

Every Saturday 12 noon NO-HOST LUNCHEON at the Semaphore Restaurant at the corner of SE 17th Avenue and Holgate Blvd. Our group sits in back.

Thanks to the WILLING WORKERS who helped the editor assemble THE TRAINMASTER last month: Bob Weaver and Bob Slover.

NOTICE--PROGRAMS NEEDED!--Anyone who is willing to present a program (slides, film, etc.) at a Chapter membership meeting (every third Friday), please contact Hugh Robertson at 252-3315. Programs are needed for any month from January through June 1988. Choose your month and subject and let Hugh know. I'm sure that many of you have material which will make a great program and we all will appreciate your contribution.

The VOTE ON BYLAWS CHANGE no. 19 will be conducted at this month's regular membership meeting instead of October's meeting as previously announced in THE TRAINMASTER. Bylaws change no. 21 was passed at the October membership meeting (correction to last month's TRAINMASTER).

CHAPTER TIMETABLE (continued)

COMMITTEE CHAIRS

Chapter representative to SP 4449 Advisory Committee: Bob Hoffman, 236-7710.

Activities: Jim Edgar, 236-7271.

Meeting Program Coordinator: Hugh Robertson, 252-3315.

By-Laws: Jack Pfeifer, 644-0048.

Concessions: Marilyn Rehm, 236-7271.

Excursions: Kerrigan Gray, 777-6610.

Finance: Bob Landregan, 246-3710.

Library and Historical Foundation: Bob Slover, 692-4782.

Membership: Fred Dorsett, (206) 256-4981.

Museum (designate): Dave Stimac, 288-2421.

Ad hoc "Permanent Home Committee": Kerrigan Gray, 777-6610.

Public Relations: Al Viewig, 223-2526.

Publications: Bob Weaver, 659-9201.

Rolling Stock: Bob Jackson, 233-2667.

Car Rental Agent: Carl Rodabaugh, 253-4241.

NOTE TO CHAPTER MEMBERS: Marilyn Rehm says that members should have received their voters' guide and ballot for the tie-breaker election for the office of Chapter Secretary by the time they receive this issue of THE TRAINMASTER. If you haven't received your guide and ballot and you are a Chapter member, please contact Marilyn as soon as possible via Room 1 (address and telephone number shown below).

LIBRARY COMMITTEE REPORT--Bob Slover, Chairman

The Library Committee had a productive meeting on November 14. A general floor plan was adopted for Room 1A, providing space for concessions and library materials. Recent donations to the library were inventoried and magazines are being transferred to the new magazine files. Thanks to the following members for their help: Leon Drews, Gerry & Freda Webb, Russ & Chris Schoof, Alan Viewig, and Naomi Gray.

Thanks also to Jim Loomis for his efforts in loading the library book titles into the Chapter computer, and to the following for their book donations: Leon Drews, Joyce Boles, Alan Viewig, and Mary Lou Weaver.

The next Library/Historical Foundation Committee meeting will be:

Saturday, December 12, 1987
Room 1, Union Station
10:00 am

A WONDERFUL NEW WAY TO TRAVEL: OREGON ELECTRIC TRAIN

by Ann Lossner

(Condensed from "Keizertimes," Keizer, Ore., June 11, 1987; thanks to Chapter member Jack Runciman of Gleneden Beach for providing us with the article and securing permission for us to print it.)

Back in 1907 Salem seemed to be a long distance from Keizer or Brooks. In the summer with a horse and buggy you could get into town in about an hour. In the winter over the mud and gravelled roads, it was at least two hours. With a team and wagon, it took even longer. Going to Portland meant an overnight trip unless you took the train. The Southern Pacific took only 2 1/2 hours each way. Additional time was consumed before the Steel Bridge in Portland was in operation; passengers had to get off the train and cross the Willamette River by ferry.

Dorothea Aspinwall says that when her future husband, Pierre, went from Brooks to Portland to attend business college in the fall of 1907 he went up by SP, but when he came home in March 1908, he rode the new Oregon Electric interurban. He got off at the new station of Chemeketa, now known as Hopmere.

"The Oregon Electric was a wonderful new way to travel," wrote Randall Mills in his narrative, "Early Electrical Interurbans in Oregon." "The new equipment was the best obtainable. The wooden motor cars were then the heaviest interurbans in Oregon. The 57' 8' long cars were built by Jewett.....The seats in the pale green interior were offset with dark mahogany trim. Besides the passenger section, each car had a baggage and smoking compartment." There were footrests and also shelves above the seats for packages and coats.

Over 30 stations linked the communities between Portland and Salem. They were spaced about 1 1/2 miles apart, yet the speedy local trains maintained an average of 20 miles per hour. There was a Supreme Court Limited which left Portland at 8:00 am and reached Salem in two hours, in time for the morning sessions. Another limited was the Capital City Flyer, which made the run from Portland to Salem in one hour and 35 minutes. Northbound, it was called the Rose City Flyer.

Construction of the line was a major achievement. There were many short lines in the Portland area and the Oregon Electric had to find a route between the Southern Pacific and railroad lines west of the [Willamette] River. W. S. Barstow and Company started building the line at both Portland and Salem in 1906.....Mills writes that the crews met in the fall of 1907 at Woodburn and joined the rails with no ceremony. On New Years' Day 1908 an inspection trip run by one of the new cars took three hours. The time was cut to one hour and 45 minutes after the

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OREGON ELECTRIC (continued)

grade settled. Delbert Bair says that the O. E. was the light rail of its time. "There wasn't a single community that the train didn't stop."

Not every stop had a full-fledged station. In Woodburn tickets were sold at the drug store. Ed Culp in his book, "Stations West," writes that other stops might have a small undercover waiting room, such as at Broadacres. In these areas the O. E. encouraged the building of a general store which handled the ticket sales for a small commission. The railroad hoped that communities would develop at these points. Commissions would have been minimal as Gladys Bacon of Willamette Manor remembers paying only a dollar for a one-way ticket to Portland and \$1.50 for the round trip. It cost Suie Sun ten cents to ride the O. E. from Hopmere to his home in Salem in 1908. Paul Townsend was paying twenty-five cents for a round-trip ticket to Salem when he was attending high school there during the 1920s. Charles Roberts remembers buying a book of tickets for \$5.00 during that time. It contained 22 tickets--one for each school day of the month and two extra for special events or extra school days. He says that he rode the regular coach to school in the morning, but that there was a special car put on [in the afternoon] for the high school students and it picked them up right at school. The Meier & Frank store stands on the site of the old high school.

Coming back north from Salem the trains had stops at Highland, the Deaf School, Claxtar, Chemawa, Quinaby, Hopmere, Waconda, Concomly, and St. Louis before reaching Woodburn. Of these stations, only the dilapidated Waconda station still stands. According to Paul Townsend, this was a very busy place, open day and night, with three clerks on duty and a wireless service. Townsend used to ship grain and peaches to Portland from this station. The peaches were packed 50 to 75 to a box, each wrapped in paper to cushion the fragile fruit during the trip.

The quiet, comfortable cars were so popular that more equipment was added in 1909 at the end of the first year of operation: Six new passenger coaches, and two express motors for baggage, light package freight and express. In 1910 additional cars included two observation-buffet cars, the Sacajawea and the Champoeg. These were 62 feet long and very luxurious. The armchairs were upholstered in dark green plush. Green and gold carpet covered the floor. Up front, the smoking compartments had reed chairs upholstered with leather. There were lavatories and a tiny complete kitchen presided over by a Negro cook uniformed in white, who doubled as porter. That was the Oregon Electric's first venture into food service.

During 1910 the Oregon Electric was acquired indirectly through the Spokane, Portland, and Seattle Railway by railroad magnate James J. Hill, and the color of the cars was changed to black. The O. E. lines reached Eugene in 1912, making a 122-mile run from Portland. Forty-two more coaches were added, including two sleeping cars for use between Eugene and Salem, and later to
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OREGON ELECTRIC (continued)

Portland.

A very popular service of the Oregon Electric was the weekend excursion ticket from Saturday to Monday between Salem and Portland. At \$2.00 a round trip it cost 1 1/2 times the regular rate. As stopovers were permitted, families could not only go to Portland but could get off at any stop to visit with friends en-route. Hop and berry harvest times called for extra cars as pickers swarmed from Portland to the Willamette Valley. Local farmers, including the Aspinwalls, picked up their crews at the stations.

There were few passenger trains at night and that is when the long, quiet strings of freight cars moved near South Street [in Salem] toward Front Street, where the freight depot was located between Chemeketa and Center Streets. Passenger trains ran down Broadway and High streets to the station. Gladys Bacon recalls that the first passenger depot was on High Street, north of State Street. After the Oregon Building was constructed at Ferry and High, the Oregon Electric station occupied half of the first floor. From the station the tracks continued down to Trade Street, crossed Liberty and Commercial Streets over two wooden trestles and joined the freight line on Front Street.

As highways improved and automobiles were used more widely, people came to prefer the independence of their personal transportation which was not subject to a timetable. Passenger service was cut back to two trains a day on July 24, 1932, according to Ed Culp, and the passenger cars made their last trip the following May. The freight business has continued to this day. However, it has been 35 years since an electric locomotive pulled the trains. In 1946 the SP&S, owner of the Oregon Electric, started replacing the electrics with diesels, and by 1952 only diesel locomotives were in use. [In March 1970] James Hill's lines, including the SP&S, the Great Northern, and the Northern Pacific, were merged into the Burlington Northern, and since that time the BN's green locomotives have pulled freight over the old Oregon Electric tracks. However, to the oldtimers who have lived all their lives in proximity of its tracks, the line will always be known as the Oregon Electric.

LETTER TO THE EDITOR

Dear Bryan:

All this controversy about the Rail Museum puts me in mind of an Irish limerick:

There once was two cats from Kilkenny,
Each though there was one cat too many;
So they fought and they fit,
And they scratched and they bit,
Instead of two cats there wasn't any!

Sincerely, F. Ray McKnight, Portland

NRHS NATIONAL DIRECTORS MEETING, November 6-8, 1987

by Richard A. Carlson

The NRHS National Directors meeting for Fall 1987 was held in Stamford, Conn. on the weekend of November 6-8. It meant my missing Rail Fair in Portland, but the experience of being able to explore New York again was not to be missed.

Stamford, a bedroom community 38 miles northeast of Manhattan and six miles east of the New York-Connecticut state line, is the eleventh oldest settlement in what is now the State of Connecticut (1641). The town is approximately midway between Grand Central Terminal and New Haven, Conn. The cities between those two points are served by a fully-electrified four-track main that daily carries hundreds of Metro-North commuter and Amtrak passenger trains.

Express and local trains operate over the 75 miles of track without a single grade-level crossing. Most rush-hour trains are eight cars long and have three-two seating which means a nonsense atmosphere as the tens of thousands of travelers are transported over the right-of-way that once was the domain of the New York Central and the New York, New Haven and Hartford.

Metro-North Commuter Railway (by the way, there is no Metro-South, East or West) was created a few years ago to succeed Conrail commuter service. It is embarked in building new stations, new platforms, acquiring new equipment and generally bringing the railroad into the 21st century. While much of the past glory endures and is being perpetuated (I'll get to that later) an all-day tour of the line between Grand Central Terminal and New Haven was an education and an exciting opportunity.

A four-car special train took us from Stamford to GCT. There the railroad had a lineup of maintenance and other equipment, some of which had never been on display before in the terminal. Efficiently breaking our group of about 100 into five sections, we were given a behind- and under-the-scenes guided tour that let us see what is required to choreograph such a mammoth enterprise.

Grand Central Terminal was built between 1903 and 1913. The assistant to the terminal's general superintendent took us up into the high arched windows that reach 150 feet high to the cathedral-like dome. We walked across a catwalk some 100 feet up that is made of glass sections 3 1/2" thick. Glass was specified by the architect so that no unwanted shadow would be cast into the station lobby.

The terminal is being restored and anything that violates the visual integrity of the building is scheduled to be removed. This includes advertising signs now hanging from various points,

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NRHS NATIONAL DIRECTORS MEETING (continued)

a huge Eastman Kodak mural at one end of the lobby, offices constructed in the lobby and on the balconies, advertising clocks and other things that do not conform to or which detract from the beauty of the space.

The overall impression left with me is that those now in charge of the terminal see it as a unique national and local treasure. They know that for far too long it has gone unappreciated, been abused, and in an aesthetic sense, been uncontrolled. They recognize that revenues may be sacrificed by removing the advertising signs, but believe that by restoring the more attractive interior devoid of those things that now cheapen or demean, they will be able to attract a higher class of businesses that will pay more to be located in this most special place.

Considering the demographics of those who daily pass through the terminal from or to the posh suburbs to the north and northeast, it is quite likely the goal can be met.

About 1:25 we headed out of GCT on our train to New Haven, making the 75-mile trip in just over 1 1/2 hours. We made a few stops, but we traveled sections where the speed limit was 90 mph. The close tolerances between train and structures amaze me. It's weird to peer out the window at stone and concrete not much more than a foot away. As one zips past at more than a mile a minute, it's scary to think what would occur were a derailment to occur.

Metro-North has received an order of new "M-4" cars, and the plan was for us to ride them. However, formal delivery had not been accepted. We did see them at the New Haven yards, along with 40+-year old RDCs that still provide daily service.

I was most impressed with the nearly restored New Haven passenger station. A decade ago this building about the size of Portland's Union Station, literally looked like hell and with leaky roof and general deterioration was a prime candidate for demolition. It was vacant with Amtrak located in a tunnel to sell tickets.

Fortunately, the city of New Haven decided to purchase the verable old building and do a complete historic restoration. Now nearing completion, it is a gem. Not a modification or adaptation to a non-railroad purpose, it once again is the railroad depot it was built to be. For example, there are new wooden benches, circa 1910 style. The entire interior has been repainted from floor to ceiling. All extraneous signage has been removed. What is new, such as the automatic train indicator sign, fits the classic look. The result: A station so authentic and visually pleasing that it is a thrill to enter. Amtrak

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NRHS NATIONAL DIRECTORS MEETING (continued)

clerks work behind metal grilled windows, and over the wickets are bronze Roman letters stating "TICKETS." It is class all the way as one would expect from a state such as Connecticut.

The Saturday night banquet at the Marriott was ok, but chicken at \$29 or prime rib at \$36 was memorable only for the price. The speakers, Jack Swanberg, Metro-North Trainmaster, and Mark Smith, Editor/Publisher of "Locomotive and Railway Preservation," conveyed the message that those operating railways today and those preserving railway heritage are special and dedicated, both deserving of our praise and our respect for what they have done and continue to do.

The Sunday board meeting was well-attended. Nelson W. Bowers, NRHS president since 1983, who had earlier announced he would not run again, read a statement opposing the new national policy of having contested elections. Immediately thereafter, the board proceeded with the election for the only contested office, that of Vice President. There were four candidates, and of a total of 85 ballots, both present and absentee, Sidney S. Bailey won with 44 votes. Bailey was a key person in the success of the Roanoke Convention. Active, energetic and unafraid to get his hands dirty, he should help steer the society well as it charts its new, probably more active course.

Reports were made on the progress of the 1988 NRHS Convention in New Jersey, and it was voted to stage the 1989 convention in Asheville, N. C.

I left Stamford just ahead of an early-season snowstorm. As it was, my trip back still took over 16 hours, portal-to-portal, involving a taxi, a train, two subways, three buses, two planes and an automobile. It reinforced the oft-heard comment I heard when I said I was from Oregon, "Boy, you came a lo-o-ong way!"

One final sad note. One director from an East Coast state, an architect by profession, had asked me if the beautiful Southern Pacific Lines "Sunset" emblem, done in genuine gold leaf, was still on the side door to the baggage area of Union Station. He said he'd admired it a few years ago, and liked it so much he'd have liked to cut it out with a glass cutter to have as his own. On my return, I was shocked to find that in preparation for Rail Fair, someone with the Portland Development Commission, new owners of Union Station, had ordered it scraped off the glass. Only small flakes of gold leaf remained. When it was applied, probably in the 1920s, gold was \$20 per ounce. The portico has shielded the sign, and for its sixty plus years, was in good shape. You can still see the image for in that time the enamel apparently chemically reacted with the glass. It was an historic artifact that should not have been lost, and all we can do now is hopefully learn from the experience that historical preservation requires constant vigilance, and be reminded that not everyone recognizes or appreciates examples of our railway heritage.

PRESIDENT'S CORNER--by Doug Auburg

Well, we're into the Holiday Season once again. It seems to have come on very quickly this year, probably because we had such a pleasant Fall with lots of sun and little rain. In any case Thanksgiving is over and Christmas/Hanukkah/New Years are all close at hand. Let me wish you all the happiest of holidays and a prosperous new year.

TRAINMASTER EDITOR NEEDED: As you probably already know, our Trainmaster Editor, Bryan Leeder, has decided to set down after a year so that he can devote more time to his studies. Thank you Bryan for your work during the last year!

Now comes the good part: We need a new editor. So far no one has contacted me to indicate that he/she is willing to take over this very important job. You needn't be an old hand to take on this job either. If one of you relatively new members would like to get more involved, here is your chance. How about some of you "old timers?" Here's a chance to give the Chapter a hand. The job is basically a labor of love, but there are some benefits that go with it: (1) the appreciation of your fellow members and the satisfaction of knowing you've made a contribution, (2) the use of the Chapter's IBM PC computer in your home so that you can put the newsletter together when it's convenient for you, computer operations training, if you need it. Computer wordprocessors aren't that hard to learn to use and once you've used one you'll never want to go back to a typewriter, and (4) considering the importance of this job the Board has included a stipend of \$75 per issue in the 1988 budget for the editor. That's not a lot of money but it does tend to help justify the hours that are needed to put the newsletter together each month.

Please contact me or Publications Committee Chair, Bob Weaver, if you are interested in discussing this important Chapter job. You don't have to commit to do it until after we've talked, so don't be afraid to give us a call.

ELECTIONS: The elections are now over (for all but one office) and the results are in. Incumbents were returned to all offices except Secretary, which is still in dispute. Once again we see how important each individual's vote is, as there was a tie for that office between Chuck Storz and Alan Viewig. By now you should have gotten a special mailing announcing this fact as asking you to vote again. Absentee ballots will once again be available with the in-person voting to take place at the regular monthly membership meeting on December 18. Please take the time to look over the voter's statements of Chuck and Alan and decide who you wish to vote for. Then VOTE! Mark the 18th on your calendar and come to the membership meeting.
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PRESIDENT'S CORNER (continued)

Bob Jackson, 1987 Rolling Stock Chair and Bill Carter, Seattle Steamboat/Rail Adventure Order Processing Manager, were elected to the Chapter's Board. Chapter stalwarts Jack Pfeifer and Al McCready will be leaving the Board at the end of the year after three years of faithful service. Thanks guys for a job well done! We'll be seeking your help and advice in the future.

Thank you to those of you who took the time to vote. Without the involvement of the membership in the election process, the Chapter is not well served. Speaking for myself, for those of you who chose to support my re-election, Thank you for your confidence!

LEASE OF CARS 3300 & 6800 TO THE MT. HOOD RAILROAD: The membership agreed to lease these two cars (which have been on lease to the Lewis & Clark Railway since June) to the newly formed Mt. Hood Railroad for the next year. The lease terms will raise funds for more car restoration and upgrading. As a first step, Bob Jackson has asked the Mt. Hood to install a diesel engine-generator set under the 6800 during the lease. This will take a big load off of the car's batteries, and will be retained if it works well. The Mt. Hood has offered the Chapter an excursion over its lines (like the one we had on the Lewis & Clark) sometime next Summer. We'll be getting back to you with more specifics on dates, times and details in the Spring.

BY-LAW CHANGE STATUS: The last of the current By-Law change proposals will be brought up again for vote at the December meeting. This is the proposal to extend the term of office for Chapter officers from one year to two years and to shorten the term of office for Board members from three years to two years. There has been much discussion of both sides of this issue. Now it's up to the membership to decide. Please look over the write-up in this TM and be prepared to decide the matter at the December meeting.

The "Budget change" and "Emergency Fund" proposals were approved at the November Business meeting and the membership voted to set aside \$10,000 from 1987 net revenues as the first payment into the Emergency Fund.

SEATTLE EXCURSION FINANCIAL RESULTS: As Excursion Manager on the trip, I reported at the last Membership meeting that the Chapter cleared about \$8300 for the trip. That's not nearly as great as the Bend trip, but it was more than had been budgeted. More important still, it shows that we seem to have developed a budgeting system which allows us to more consistently run profitable trips.

CONCESSIONS COMMITTEE REPORT

by Marilyn Rehm

We can be very proud of the following fellow members of this group who volunteered various hours of time to help us put on a fine show and appearance at the celebration of Union Station coming under the jurisdiction of the Portland Development Commission called "Railfair." I want to thank all of you most heartily for making the workload lighter for all of us.

Fred Dorsett
Leon Drews
Roger White
Esther Rosu
Hugh Robertson
Jerry Webb
Richard Gray
Dave Van Sickle
Ray Myer
Dave Stimac
Duane DeLong
Bob Fornoff
Ellie Nelson
Gerry Schuler
Jim Edgar
Marie Flagg
Art Hansen
Terry Parker
Bob Jackson
Carl Rodabaugh

Nick White
Naomi Gray
Gordon Zimmerman
Doug Auburg
Steve Howes
Freda Webb
Bruce Cronin
Bill Carter
Sandra Myer
Grant Goodell
Pat Patterson
Noel Nelson
Mike Ackley
Al Haij
Jaye Flagg
Cy Righter
Rich Carlson
Al McCready
Al Viewig

Special thanks to our Amtrak friend, Dick Mills!

It's time to be thinking of the Christmas gift for that "rail nut" friend, relative, or spouse. The Chapter Concessions Committee has some really nice items for you to consider--among these are a set of four properly appointed highball glasses, showing: SP 4449, an SP "Black Widow" diesel, an SP cab forward, and an SP passenger diesel in "Sunset" colors. The set sells for \$20.00.

Another new offering which has arrived just in time for holiday giving is the Nils Huxtable book, "Daylight Reflections," a colorful pictorial of many of the SP "Daylight" locomotives in their heyday. This is a wonderful book with a very appropriate price to Chapter members ONLY, \$44.49; \$50.00 to non-members. We also have a new shipment of the SP 4449 coffee mug which sells for \$5.00 each. Remember the Chapter for your holiday gift buying, it benefits our interest in rail.

CHAPTER ANNUAL BANQUET TO BE HELD IN JANUARY

We want to give you time to plan for the Pacific Northwest Chapter's annual banquet which will be held at the Mallory Hotel on Saturday, January 23, 1988. Please reserve the date on your calendar. Reservations will be taken starting at the December Chapter membership meeting, and will be limited to the first 80 people to request reservations. The cost will be \$11.00 per person, including gratuity. There will be two entrees to choose from when you make your reservation. Also, be reminded to be thinking of the Chapter member who is most deserving of your nomination for the Jack Holst Award, which is presented at the banquet. We hope you can all plan to attend, and help us get this Chapter's new year off to a fine start.

NEW MEMBERS

Please welcome these ladies and gentlemen to the Pacific Northwest Chapter:

Dorothy Shull
2878 NW Westover Road
Portland, Oregon 97210

Paul Theodore Hobbs
P. O. Box 29110
Auckland, New Zealand

Patricia Ann & James Nelson Sargent
2745 Hugo Road
Merlin, Oregon 97532

Nellie Hjaltalin
P. O. Box 245
Hood River, Oregon 97031

G. Charles & Marge Bukowsky
3004 NE 28th Avenue
Portland, Oregon 97212

Michael L. & Donna Holland
559 Tip Top Road
Fieldbrook, California 95521

Ralph Earl & Helen Irene Jack
28845 SW Barber Street
Wilsonville, Oregon 97070

Charles R. & Lynn Lyttle
12015 NW McDaniels Street
Portland, Oregon 97229

E. Jeanne Norton
1539 SE 30th Avenue
Portland, Oregon 97214

Vern L. Vasey
6320 SW Cherryhill Drive
Beaverton, Oregon 97005

Gene N. & Charlotte Thompson
6860 SW Winding Way
Corvallis, Oregon 97333

Paul K. Zetlmaier
1008 Summit Street
Oregon City, Oregon 97045

John L. & Wanda Jeanne Keefer
180 Spruce
P. O. Box 663
Waldport, Oregon 97394

William E. Brown
Route 1, Box 203-N
Ocean Park, Washington 98640

Thomas B. Thompson
300 SE "J" Street
Grants Pass, Oregon 97526

CHAPTER ELECTION RESULTS

Below are the results of the Pacific Northwest Chapter election held last month:

President

Doug Auburg: 77
Kerrigan Gray: 26

Vice President

Bob Hoffman: 89
Jack Pfeifer: 1
Fred Dorsett: 14

Secretary

Chuck Storz: 52
Alan Viewig: 52
(tiebreaker election to be held in Dec.)

National Director


Rich Carlson: 61
Linda Hoffman: 42

Directors-at-Large

*Bill Carter: 49
*Bob Jackson: 74
Larry Miller: 41
Randy Nelson: 34
Duane Cramer: 1
Paul Hansen: 1
*Elected to board

Treasurer

Kyrian Gray: 86
Roger Phillips: 18



**NATIONAL RAILWAY
HISTORICAL SOCIETY
1988 NATIONAL CONVENTION**

July 27 to July 31, 1988
with pre-convention activities from July 23.

None exciting days of railroad history with the Tri-State Chapter in New Jersey, New York and Pennsylvania.

IMPORTANT: Pre-registration is open now. Ask your NRHS Director or send SSAE to:

Tri-State Railway Historical Society
Post Office Box 2243
Clifton, New Jersey 07015-2243

PROPOSED BYLAWS REVISION

Editor's note: Shown below is a proposed change to the Pacific Northwest Chapter bylaws that will be voted on at the December membership meeting after being postponed from the September meeting. There was a difference of opinion concerning this change and statements for and against the measure are printed below. The Chapter Board of Directors has recommended that this change be adopted. (continued on next page)

PROPOSED BYLAWS REVISION (continued)

Proposed Bylaws Change No. 19--Changes sections 5.02, 6.04, 8.04

Result: Changes terms of all elected officers and directors to two years with a limit of two consecutive terms on all except Secretary and retains elections every year in which approximately one-half of the officers and directors are elected.

Now reads: Section 5.02.

(a) The President, Vice President, and Treasurer shall each serve a one year term and shall be eligible to serve three consecutive terms.

(b) The Secretary shall serve a one year term and shall be eligible to serve consecutive terms.

(c) The National Director of the National Railway Historical Society shall serve a one year term and shall be eligible to serve consecutive terms.

If changed would read: Section 5.02.

(a) The President, Vice President, Treasurer, and National Director of the National Railway Historical Society shall each serve a two year term and shall be eligible to serve two consecutive terms.

(b) The Secretary shall serve a two year term and shall be eligible to serve five consecutive terms.

(c) The President, Vice President and National Director shall be elected to take office in even numbered years while the Secretary and Treasurer shall be elected to take office in odd numbered years, except that in the first year that these changes are enacted the Secretary and Treasurer shall be elected for one year.

(d) Incumbent officers and Board members shall be treated the same as members who have not served in so far as eligibility for consecutive terms, following enactment of these changes. That is, incumbents shall be limited to rerun for office subject to the new limits without regard to the number of terms they may have served prior to enactment.

Now reads: Section 6.04.

(b) Each Director at Large shall hold office for three years and shall not be eligible to serve consecutive terms as a director, except that in the first year that this bylaw revision is enacted that there will be elections for six directors with two who will be elected for one year, two who will be elected for two years, and two who will be elected for the full three year term.

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PROPOSED BYLAWS REVISION (continued)

If changed would read: Section 6.04.

(b) Each Director at Large shall hold office for two years and shall be eligible to serve two consecutive terms as a director, except that in the first year that this bylaw revision is enacted there will be elections for two directors, one of whom shall be elected for one year and the other shall be elected for two years.

Now reads: Section 8.04. Finance Committee. There shall be a Finance Committee established to oversee the operations of the Chapter. The Finance Committee shall consist of five Chapter members who are not current officers or directors. The Treasurer shall be an ex-officio non-voting member of this committee. Term of office shall be one year and no member shall serve more than three consecutive years on the Finance Committee. Members shall not.....

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Discussion: One year is not sufficient time for a new president to design and set in motion a plan of action for the Chapter and to get his committees established and working efficiently. Also, by shortening the directors' terms to two years, but making them eligible for re-election they would be more accountable to the membership. While this would extend by one year the maximum time in office for all elected officers and directors (except the Secretary) that should pose no problem as the provisions for removal for cause are still in place.

Statement FOR the Amendment by Doug Auburg

First, it should be noted that it was overwhelmingly approved by the Bylaws Committee, including Chuck Storz, our Secretary. The Board also has recommended passage of the amendment, though with some dissenting votes.

It's been said that "if it isn't broke. don't fix it." However, Americans have a tradition of seeking improvements and those mentioned above feel this is such an improvement to our bylaws. The purpose of this amendment is to allow our officers to serve for two years before having to seek re-election. Many of the Chapter's projects and interests are becoming very complex and take several years to design and complete. The Bylaws Committee, a majority of the Board and I believe that increasing the terms of office of the Chapter's officers and Board from one year to two will help with long term planning and provide greater continuity. If the membership is dissatisfied with the direction their leaders are taking, you will continue to be free to express those concerns at monthly membership meetings and at election time. (continued on next page)

PROPOSED BYLAWS REVISION (continued)

It's also been said that this change will somehow leave our officers unaccountable for the period of TWO YEARS. In fact there is a very strong provision in our bylaws that allows the Board to remove an officer or board member who they believe is not acting in the Chapter's best interest. In fact, we have never had a problem with an elected official seriously exceeding their authority. One could certainly say that this is so because you, the electorate, have shown excellent judgment in selecting the Chapter's leadership. In addition, the amendment cuts the terms of board members from three to two years and requires them to run for re-election if they want to continue. The Bylaws Committee felt that this change would increase the accountability of board members.

I ask you to read the proposed bylaw changes and consider whether or not you think it will help or hinder the future of the Chapter. Then come to the December meeting and cast your vote. Your collective decision will guide us all.

Statement AGAINST the Amendment by Rich Carlson, Terry Parker, and Al McCready

We voted in opposition to the proposed revisions of Chapter bylaws sections 5.02, 6.04, and 8.04, which would specify two year terms for all officers and directors, with a limit of two consecutive terms for all except the office of Secretary.

The main reason for having a one year term is accountability. While officers may now be removed from office at any time during their term, it would take extreme action for this to occur. Our position is that if people holding the offices are doing a good job, they will be re-elected. But the Chapter should not have to risk having a person in office whose performance is mediocre to bad, but not bad enough to remove the person by special action.

The current system provides for six directors-at-large, each elected for a three year term and ineligible for re-election. As the terms of only two directors expire each year, a continuity of experience is assured on the Board. This plan should be retained.

Presently the offices of National Director and Secretary are unique in that they may continue to serve indefinitely. The proposed changes would limit the National Director to two consecutive terms, but permit the Secretary to serve up to ten years. No logical explanation has been offered for this extraordinary departure from the limitations on the terms of other officers. In the case of the National Director, a two term limit might adversely affect the Chapter's continuing influence at the national level.

We urge the Chapter membership to vote against the proposed bylaw changes and to vote to send the proposed revisions back to the Bylaws Committee for further study.

Summary of Minutes - Board of Directors Meeting - November 12, 1987

The meeting was called to order by President Doug Auburg at 7:03 PM.

The board of directors passed the following motions at the November meeting:

- 1) To hold the annual Chapter banquet at the Mallory Hotel with first choice of dates to be Sat., Jan. 23 and second choice Jan. 22.
- 2) Establishing a policy of submitting by law changes to the membership once a year at the November meeting, effective 1/1/88.
- 3) Confirmed appointment of Dave Stimac to be Museum Committee Chairman and Bob Hoffman, Al McCready, Jim Edgar, Esther Rosu and Richard Gray as committee members.
- 4) Approved the purchase of coffee cups, cocktail glasses, T-shirts and books for concessions stock at a total cost of \$895.
- 5) Recommended to the membership the payment of a stipend of \$75 a month to the editor of The Trainmaster and that the money be added to the 1988 budget.
- 6) Approved the purchase of a spare set of Best lock cores and keys for \$46.
- 7) Approved payment of \$22.90 spent for pastry served to guests on Railfair train.
- 8) Recommended to the membership spending \$750 to send a member of the rolling stock committee to Amtrak head end power school.
- 9) Approved negotiating with the Mt. Hood Ry. by Bob Jackson, Bob Hoffman and Doug Auburg to set up an equitable lease for cars 3300 and 6800, and recommend to the membership approval of the results of the negotiations.
- 10) Recommended to the membership spending \$4500 to upgrade the brakes on car 3300.
- 11) Approved spending \$100 to move donated railroad artifacts from the former Victoria Station restaurant.

Excursion Committee: Kerrigan Gray reported that a request has gone to Amtrak for three excursions in 1988: Lewiston or Spokane, Seattle Steamboat trip and a Cascades-Deschutes trip. The committee is working to have a new carhost policy in place by 1/1/88. Doug Auburg reported that the Chapter made \$8,376.50 on the Seattle excursion.

The Trainmaster: Bryan Leeder announced that he will be leaving as editor of The Trainmaster after the January, 1988 issue is out. He requested that the 1988 budget for The Trainmaster be increased from \$2000 to \$3000.

Rolling Stock Committee: Bob Jackson reported that cars 3300 and 6800 have been returned from the Lewis & Clark RR. lease. There were no serious problems with the cars and only normal wear on the wheels. The Chapter's car Mt. Hood has made a couple of trips to Seattle. The "Citizens' Train" group may want to lease the Mt. Hood. The B.N. is considering moving the cars from Silvis, Ill. on their lines and has promised a quick response. The Alco FB unit is almost ready to move from British Columbia.

Respectfully submitted,
Chuck Storz, Secretary

Summary of Minutes - Regular Chapter Meeting - November 20, 1987

The meeting was called to order by President Doug Auburg at 7:34 PM.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts: Checking \$95,459.27. Savings \$6,648.01.

The membership passed the following motions at the November meeting:

1. Adopted by law change #20 revising the Chapter budget process requiring the following year's budget to be based on money on hand and not projected receipts.
2. Adopted by law change #22 establishing an emergency fund effective 1/1/88.
3. Placed \$10,000 from currently available funds into the emergency fund.
4. Adopted a museum policy "that the Chapter cooperate in every way possible with the Northwest Rail Museum and if that is not possible that the Chapter pursue its own museum."
5. Appropriated \$750 to send a member of the rolling stock committee to an Amtrak head-end-power school.
6. Approved the lease of cars 3300 and 6800 to the Mt. Hood Railway from Dec. 1987 to Dec. 1988 for a minimum total rental of \$12,000.
7. Appropriated \$4500 to upgrade the brake system on car 3300.

Chapter Election: The following members were elected to Chapter office for 1988: President - Doug Auburg; Vice President - Bob Hoffman; Treasurer - Kyrian Gray; National Director - Rich Carlson; Board Member At Large (three year terms) - Bill Carter and Bob Jackson. Alan Viewig and Chuck Storz each received 52 votes for Secretary. A runoff election will be held to decide who will be Secretary.

President Doug Auburg made the following announcements:

1. The appointment of David Stimac to be chairman of the museum committee has been confirmed by the Chapter board.
2. A new editor is needed for The Trainmaster after the January, 1988 issue. The editor has the use of a Chapter owned computer. The board has authorized a stipend of \$75 an issue for the editor.

Activities: Marilyn Rehm announced that the annual Chapter banquet will be held at the Mallory Hotel on Saturday, January 23. Parking will be available in two lots.

Excursions: Kerrigan Gray announced that requests for two trips for 1988 have been sent to Amtrak: May 7 and 8 to Spokane and September 17 & 18 for a Cascade Deschutes circle trip. There will be a limit of 680 passengers for each trip. Due to more requests being received by Amtrak for special trips the Chapter must plan its trips further ahead. Due to higher Amtrak costs one day trips are no longer practical.

Rolling Stock: Bob Jackson announced the donation of a caboose to the Chapter by member John Corno. The caboose will be moved to the Brooklyn yard.

Respectfully submitted,
Chuck Storz, Secretary

THE JACK HOLST MEMORIAL AWARD

It is the time of the year to pick a member to receive the JACK HOLST MEMORIAL AWARD. The person selected must in your view be a worker for the Chapter and have given his/her time to make the Pacific Northwest Chapter a better Chapter. Below is a form for the name of the person you wish to nominate and your reasons for the nomination. The last three recipients of the Award shall select the 1988 honored member.

I wish to NOMINATE _____ for the JACK HOLST MEMORIAL AWARD.

The nominee has promoted the National Railway Historical Society on the local level in the following ways:

The nominee is actively involved in the Pacific Northwest Chapter in the following ways:

The nominee reflects as outstanding ability to excel in the promotion of the technical and historical objectives of the Chapter in the following ways:

Other factors which I feel qualify the nominee to receive the JACK HOLST MEMORIAL AWARD are:

This form is to be returned to CHUCK STORZ @ 146 NE Bryant, Portland OR 97211.

The deadline for submission of this nominating form is 3 JANUARY 1988.

Signature of nominator

NAME : _____

STREET : _____

PHONE: _____

CITY/ST/ZIP: _____

THIS FORM MUST BE DELIVERED TO CHUCK STORZ BY JANUARY 3rd, 1988
CHUCK STORZ, 146 NE Bryant, Portland OR 97211 (or to Room ONE)