

The



TRAINMASTER

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



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CHAPTER TIMETABLE NO. 301--OCTOBER 1987

October 8, 1987 Thursday 7:00 pm--October 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.

October 16, 1987 Friday 7:30 pm--October 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.

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 MR. AND MRS. KEITH JACOB for helping the editor assemble THE TRAINMASTER last month.

COMMITTEE CHAIRS

Activities: Jim Edgar, 652-1724.

Meeting Program Coordinator: Hugh Robertson, 252-3315.

By-Laws: Jack Pfeifer, 644-0048.

Concessions: Marilyn Rehm, 652-1724.

Excursions: Kerrigan Gray, 777-6610.

Finance: Bob Landregan, 246-3710.

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

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

Public Relations: Al Viewig, 223-2526.

Publications: Bob Weaver, 659-9201.

Rolling Stock: Bob Jackson, 233-2667.

Car Rental Agent: 253-4241.

The ROLLING STOCK COMMITTEE announces that their next meeting will be held on October 17 at 9:30 am aboard the Chapter car "Mount Hood" located in Southern Pacific's Brooklyn Yard.

The VOTE ON BYLAWS CHANGES nos. 19 and 21 will be conducted at this month's regular membership meeting instead of September's meeting as previously announced in THE TRAINMASTER.

LOCOMOTIVE BOILER EXPLOSIONS

by Rich Carlson

It may come as a surprise to you to learn that in the eleven year period, fiscal year 1938 through fiscal year 1948, a total of 140 railroad steam locomotive boilers exploded in the United States. Killed were 145 men; 265 were injured. Virtually all of them were operating employees of American railroads. The worst time for accidents during this period was fiscal year 1943, when the country's railroads were being pushed to the limit to meet war time transportation demands. In just those twelve months, there were 25 boiler explosions, killing 24 men and injuring 56.

Most of this information comes from the June 1987 issue of "The Rail," monthly publication of the Winston-Salem Chapter of the National Railway Historical Society. Included was an article from an English journal entitled, "Trading Water for Steam," by E. W. Lewcock, who obtained his facts and photographs from official Interstate Commerce Commission reports and records.

Considering that an average of one man was killed and two were injured in each of a total of 132 months, one can better appreciate the serious side of operating steam locomotives. Although it is true America was at war in five years of the FY 1938-FY 1948 period, when some operating equipment was well worn, it is worth remembering that if simple things such as water levels are not watched, the best maintained steam locomotive is at risk. ICC investigations show that deliberate violations of safety rules and a desire to get a train to a destination often overrode good judgment and common sense. This can occur today as well under the best of circumstances.

Lewcock's article contains a listing of boiler explosions for FY 1943 showing one in Astoria, Ore. on November 8, 1942, when locomotive no. 1 of the Garden City & Western Railroad blew up on Spokane, Portland & Seattle Railway tracks. One man was killed; crownsheet failure was the cause. Crownsheet failure due to low water, incidentally, was the usual cause.

Interestingly, issues of the Oregonian and Oregon Journal in days following carry no mention of the explosion. It is quite possible that war time censorship killed the story. Further, many other similar incidents across the country may have gone unreported or the stories suppressed, resulting in a general lack of awareness by the public of the magnitude of the problem.

E. J. Osborne, retired Seaboard Air Line Railroad fireman, speculating about a March 1941 locomotive boiler explosion near his home in North Carolina, listed six possible causes, which (continued on next page)

LOCOMOTIVE BOILER EXPLOSIONS (continued)

alone or in combination, may have contributed to the accident which killed the fireman and brakeman and severely scalded the engineer: 1) Fireman inattention to water level in boiler gauge; 2) Scale buildup to the point where water failed to cool crownsheet sufficiently; 3) Engineer skipping a water stop figuring he could make it to the next water tank; 4) Clogging of strainer screen in hose running to injector supply pipes by foreign matter (grass or weeds sometimes would get into the tender from wooden water tanks); 5) Hard water chemicals causing safety valves on the water glass to malfunction; 6) Cracked open blow-down valve which allowed too much water to leak out of the boiler. Mr. Osborne's is only a partial list of the many things that can lead to boiler steam pressure increasing beyond containable limits. I am sure readers of this article can add to the list.

In conclusion, Osborne cautions that a live steam locomotive, running or standing still, is not to be underestimated. Said he, "The best restored engine can still blow up, regardless of whether it is a 4-8-4 or a 4-6-2." All operating personnel, railfans, and cab riders need to remember that these fascinating pieces of machinery also have a potentially deadly side. Forgetting the risk of danger may place one in peril.

RAIL FAIR EXCURSION BEHIND THE 4449

by Doug Auburg

As noted elsewhere in this issue, the Chapter will be participating in the celebration of the City of Portland's purchase of Union Station. Not only will the Chapter be displaying the Mt. Hood and the Museum Display Car #76, but the membership agreed to allow the use of Cars 3300 and 6800 for a short "excursion" to and from Union Station as a part of the celebration. The trip has not yet received all necessary approvals, but it does seem likely.

A train will carry dignitaries, probably including Mayor "Bud" Clark and City Commissioner Mike Lindberg, as well as railroad officials and others to the celebration. The train will carry these officials from a point on SP property to the Union Station so that the Mayor can step out of the cab of the '49 and give a speech celebrating the purchase. This will take place just before noon on Friday, November 6. There will be another "excursion" on Monday, November 9 to return the equipment to its storage location. The exact time for this event has yet to be set.

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RAILFAIR EXCURSION BEHIND THE 4449 (continued)

Chapter members are being invited by the City to ride on either of these "excursions" free of charge. However, there will not be enough spaces for the entire membership, so we must require that you make reservations and space will be provided on a "first come, first served" basis. Tickets will be limited to Chapter members only (one per member) and the deadline for requesting a ticket will be Friday, October 30 at Room 1. You may place your reservation by either calling the Chapter number and leaving your NAME, PHONE # AND WHICH DAY YOU WANT TO RIDE on our answering machine, or by dropping us a postcard with the same information at Room 1. Remember, all requests must be received no later than Friday, October 30, 1987 at Room 1. Tickets and information on how to board the train will be sent out at that time.

This will be a relatively short trip, but it will also be a historic one. There may very well be a special surprise in store for those who ride on the Monday trip back. If you'd rather take pictures, there ought to be ample opportunities around Union Station and the Steel Bridge. The City will have reserve police officers on duty to provide security for the train and SP's property. If you're going to rail fan it, please be considerate of the SP's property as I suspect that they'll be prepared to have trespassers arrested and even if they don't, we don't need the bad image such behavior will cause.

If you'd like to join us, let us know at Room 1. See you there!

WHO'S GEORGE FOSTER? by Marilyn Rehm, Concessions Manager and Jim Edgar, Activities Chairman

He is just a most valuable person, who also happens to be a fellow chapter member, particularly if you are headed for the Ashland, Medford, and Grants Pass areas for a rail event. Al McCready, Jim Edgar, and Marilyn Rehm could not have made it with #76, our rolling rail museum car on her inaugural tour, if it had not been for this most helpful gentleman. Not only did he arrange all our lunch relief crews for each day in all three tours, but also had a nice group of volunteers ready to wash #76 for us on the morning before the Oregon & California Golden Spike ceremony. Unfortunately, the car was not moved from Ashland to Medford until during the festivities, so this effort was for naught.

We wished we could have displayed the museum car prior to the Golden Spike ceremony to help publicize this event, but nevertheless people were generous in their compliments of our efforts to show the photographic record of this historic railroad event. They certainly want us to return soon and considering all the offers of help, we shall take a look at that possibility. But what of George? Well, even outside temperatures of 105 and 106 degrees didn't prevent him from personally checking on us daily if not also working some; this only one week following major surgery. Now that's dedication to the flanged wheel.

The several volunteers will be listed in next month's TRAINMASTER, since this report is being sent from British Columbia and their names are not available. Our visit to southern Oregon was most rewarding; many thanks to George and our railfan friends!

BYLAWS CHANGES TO BE VOTED ON AT NOVEMBER REGULAR MEETING--Please read

Proposed Bylaws Change No. 20--Changes Section 9.01

Result: Changes budgeting procedure to limit spending during fiscal year to the funds on hand at the beginning of the year and establishes an Emergency Fund.

Now reads: Section 9.01. Budget. The treasurer with the assistance of the president and the Finance Committee shall prepare a written budget for each fiscal year for approval by the Board. The budget shall be detailed as to category of expenditure and revenue. If a detailed budget cannot be prepared for a special project such as an excursion, such budget will be prepared at a later time for approval by the Board and chapter members. The Board shall present to the chapter members at the October business meeting a proposed budget for the following year. The budget shall be voted on by the chapter members at the December business meeting.

If changed would read: Section 9.01. Budget. The treasurer with the assistance of the president and the Finance Committee shall prepare a written budget for each fiscal year for approval by the Board.

(a) The expenditures in each budget shall be limited to funds forecast to be available in the Chapter's bank accounts as of January 1 of the budget year except for receipt and disbursement of dues and necessary expenses for events which are expected to be offset by receipts from the same function. If the bank accounts as of January 1 do not meet the forecast, then the budget shall be adjusted downward accordingly. In no case shall the budget exceed amounts available on January 1 of the budget year. Money from the Emergency Fund may be used to construct a balanced budget only as provided in Section 9.06.

(b) The budget shall be detailed as to category of expenditure and revenue. If a detailed budget cannot be prepared for a special project such as an excursion, such budget will be prepared at a later time for approval by the Board and chapter members. The Board shall present to the chapter members at the October business meeting a proposed budget for the following year. The budget shall be voted on by the chapter members at the December business meeting.

Proposed Bylaws Change No. 22

Bylaws Addition: Section 9.06. Emergency Fund. The Chapter Treasurer shall establish and maintain an Emergency Fund for the purpose of insuring that the Chapter will be able to meet unexpected expenditures or adverse conditions. (cont. on next page)

BYLAWS CHANGES (continued)

(a) The Treasurer shall automatically place into the Emergency Fund ten per cent (10%) of the net proceeds from Chapter fund raising functions such as excursions, etc., and ten per cent (10%) of concession sales when sales for any event or function exceed \$500.00. The membership may also transfer additional funds to the Emergency Fund by a majority vote at a special or regular membership meeting.

(b) The Emergency Fund shall be separately accounted for in the Chapter books and Treasurer's reports so that it is not reported as available for use under normal circumstances.

(c) The Emergency Fund shall be available only by a 2/3 vote of the members present at a properly called special or regular membership meeting providing paragraphs 1, 2 and 3 below, or alternately paragraph 4 below, have been complied with.

(1) A 2/3 vote of the Finance Committee recommending the expenditure.

(2) A formal determination by a majority vote of the board members present at a properly called Board meeting that an emergency exists or need for the funds is critical. Such determination shall include a statement to the membership explaining the need.

(3) Following the determination in paragraph 2 above, a 2/3 vote of the board members present at a properly called Board meeting recommending the expenditure.

(4) If circumstances do not permit paragraphs 1, 2 and 3 to be complied with, or the membership wishes to overrule the Board's decision, the membership must vote by a 2/3 majority, at a regular business meeting, that an emergency exists and then vote by a 2/3 majority at the next following regular business meeting to withdraw funds from the Emergency Fund.

(d) The Emergency Fund shall be allowed to grow until such time as it reaches a balance of \$50,000.00. After that funds will not be automatically placed in it, however the membership may vote to place additional funds in the Emergency Fund whenever they deem it appropriate, as provided in Section 9.06(a).

(e) The Emergency Fund shall be established effective 30 days after passage of this section by the membership.

Discussion: Bylaws changes nos. 20 and 22 will provide increased financial stability for the Chapter and assure that revenue received in good years will be available to maintain chapter activities in years when revenue sources are curtailed. These changes will also eliminate budgeting the expenditure of funds that are anticipated in that budget year from activities such as excursions, etc., but for which funds are not yet available to the Chapter.

PRESIDENT'S CORNER

by Doug Auburg

The Chapter's participation in the City's celebration of the purchase of Union Station increased at the September General Meeting when Mr. Fontaine Hagadorn of the Portland Parks Bureau asked for the loan of Chapter cars 3300 and 6800 for use in a short ceremonial excursion between Brooklyn Yard and Union Station and return. The excursion is slated to leave Brooklyn Yard with the ex-SP 4449 on the head end on Friday, November 6, with various dignitaries on board. It will proceed to Union Station where Mayor "Bud" Clark will make a few remarks regarding the historic purchase and declare the Rail Fair open.

The addition of these two cars raises the Chapter's equipment participation in one aspect or another of the Rail Fair to four cars: the sleeper/lounge Mt. Hood, the recently converted museum display car #76 as well as the two coaches noted above. However, it should be noted for clarity that the Rail Fair itself is being sponsored by the Northwest Rail Museum, Inc. at the request of the Portland Development Commission (PDC). The Excursion, on the other hand, is being sponsored by the City Parks Bureau as owner of locomotive 4449. I know it may sound like the same thing, but the PDC is not technically part of Portland City Government.

The Chapter will also prepare materials to be used to explain the purpose and history of the Chapter which will be placed on graphics display boards in Union Station.

The trip of the Chapter Museum Car #76 to help with the celebration of the 100th anniversary of the Oregon and California Railroad went off very well. Chapter members Al McCreedy, Marilyn Rehm and Jim Edgar traveled to Southern Oregon and staffed the car during its public display. Chapter members in Southern Oregon also helped out with local coordination and in finding volunteers to wash the car when it arrived. THANKS TO YOU ALL! Later in the week it was on display in Ashland, Grants Pass and Medford. Al reported that we had excellent support and cooperation from the officials of the Southern Pacific in this effort.

I must apologize to any members who attended the September Business Meeting only because of the scheduled By-Law vote. As many of you already know, a significant number of the Chapter's active members were out of town on a rail excursion on the British Columbia Railway during the week of the business meeting. As a result, the Board voted at their September meeting to delay the By-Law vote until the October Business Meeting so that a maximum number of members could be present.

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PRESIDENT'S CORNER (continued)

There will also be a delay in the referendum on what the Chapter should do about a rail museum in Portland--from October until the November meeting. This is so because the list of alternatives could not be completed in time for inclusion in this issue of THE TRAINMASTER. Since I believe that the membership should have time to study the alternatives along with their related pros and cons at leisure, a month must be allowed for the publication. The issue is too complicated to be handled at a meeting without prior written explanations. As I said last month, it is my intent to obtain the guidance of the membership as to which direction the Chapter should proceed. This general guidance will then be used as a policy for the Officers, Board and affected committees to follow.

Other significant things to come out of the September Business Meeting included:

- (1) Chapter members voted to support the historic preservation of the Jefferson Street Line and its trolley operations by the donation of \$5000 to the Oregon Electric Railway Historical Society (OERHS). These funds will be used to move and erect a small car barn for the storage of the trolley car being used on the line. The Chapter's donation will directly help ensure the success of the OERHS's trolley operation and, through their success, help ensure that the Jefferson Street Line is maintained as a public right-of-way for future light rail access to SW Portland and its suburbs.
- (2) The membership decided to purchase the last existing SP&S ALCO FB locomotive from the British Columbia Railway. The Rolling Stock Committee recommended the purchase of this historic locomotive for static display. Future attempts are expected in order to obtain an FA unit to go with it.
- (3) The membership decided to purchase the "Jack Holst Collection" from the World Forestry Center in Washington Park. This collection came from the estate of long-time Chapter member, Jack Holst. It had been in the possession of the Forestry Center for about 15 years. It contains photographs, slides, and other historic materials which will make an outstanding addition to the Chapter's historic document collection.

NOMINATING COMMITTEE REPORT

Submitted by Jerry Webb for committee chairman Dave Van Sickle

The Nominating Committee has held two meetings since being appointed plus several phone call sessions.

The committee is aware that the bylaws call for two people to be named by the committee for each position. The committee has contacted several people, but have been turned down for several reasons. The committee chairman has talked with these people and I am not sure of all the reasons, but one that I have heard is that those in the present job are doing a good job and they did not want to oppose them.

So far, we have two candidates for only one office, that of Secretary. The incumbent is Charles Storz and running against him is Alan Viewig.

The committee has been unable to locate anyone to run for the other offices except for the incumbents. Therefore, the Nominating Committee presents the following:

President: Douglas Auburg
Vice President: Bob Hoffman
Secretary: Charles Storz
 Alan Viewig
Treasurer: Kyrian Gray
National Director: Richard Carlson

There are two Director positions. It is my understanding from the Nominating Committee chairman that at the last Board of Directors meeting it was agreed that only three names be offered by the Nominating Committee with the two top vote getters becoming the new directors. Therefore, the Nominating Committee names for the two Director positions:

Robert Jackson
Larry Miller
Roger Phillips

ONE EARED BILL

by Clyde Parent

(from the August 1987 issue of "The Yardbull," official monthly publication of the Inland Empire Railway Historical Society, Spokane, Wash.)

He was a former bartender in a wild spot in the Old West, and had part of one ear shot off during a barroom brawl--where, I never found out. I only knew that Bill was a good motorman and well-liked by all. Sometime in the decade 1910 to 1920, Bill had seniority enough to mark on the only day run of the Washington Water Power Company's Garden Springs "stub" line, which ran on the Cheney-Medical Lake interurban line from Pacific and Cannon, where it connected with the "Pacific" line, to Garden Springs station on the interurban line.

Anyhow, he told me this story in the late 1920's about this incident that took place about 1916.

As I said, Bill was working the double-end car on the Garden Springs "stub," and of course, had to switch ends of the car instead of turning the whole car around, as there was no "weye" at either end of the line. Also, he had to change trolley poles and take the air brake valve handle and the controller handles from one end to the other when changing direction.

On one trip to Garden Springs, Bill told me, an inspector he did not like boarded his car and rode in the cab, watching him, to the end of the line. Then, said inspector told Bill, "NOW I'll show you how to run this car!"

So Bill stepped aside and watched as his boss changed trolley poles, and took the controller handles back toward the end to go forward toward Spokane.

But, Bill said, "he forgot to take the air brake handle," so Bill quietly slipped the brass lever into his coat pocket and meekly followed his mentor to the other end of the car, where he stood, silently watching his instructor start the car with its passengers from Garden Springs and begin the long descent to the High Bridge.

They were rambling along pretty good down the private right-of-way, when they saw a couple of people waiting on Rosamond Boulevard to board the car.

Suddenly, the inspector was aghast--he could not apply the air brakes. He looked at Bill, wide eyed and unable to figure out what to do. So Bill elbowed him aside from the controls, took the brass air handle from his pocket, and stopped the car fairly close to the waiting passengers. Then, Bill told me, he in no uncertain terms notified the inspector NEVER to try to teach him how to run his car again. And I was told he never did.

Summary of Minutes - Board of Directors Meeting - September 10, 1987

The meeting was called to order by Vice President Bob Hoffman at 7:05 PM.

Kerrigan Gray reported for Treasurer Kyrian Gray. Balances in the Chapter's accounts as of 8/31/87 were as follows: Checking account \$131,109.47. CDIC account \$\$6,582.10. As of 8/31/87 the Chapter had \$75,965.84 in undesignated funds.

The board heard a delegation, including Rich Gustafson and Larry Griffith, which asked, on behalf of the Oregon Electric Ry. Hist. Society for a donation of \$5000 to support the trolley operation on the S.P. Jefferson St. line. Much more than was expected had to be spent to prepare a car for operation.

O & C Centennial Observance: Al McCready reported that the Chapter's car #76 with the O & C display was open for public viewing a total of 5-1/2 days. The turnout was mixed and directly related to P.R. received locally.

Bylaw Change #22 - Emergency Fund: Dave Van Sickle moved, seconded by Chuck Storz to recommend to the membership the adoption of bylaw change #22 which will establish a Chapter emergency fund. Terry Parker moved to amend, seconded by Rich Carlson to change paragraph (e) of the amendment to make it effective thirty (30) days after passage. Amendment passed. Main motion as amended passed.

The board of directors passed the following four motions at the Sept. meeting:

- 1) Recommended to the membership the donation of \$5000 to the Oregon Electric Railway Historical Society to support trolley operation on the S.P. Jefferson St. Line.

- 2) Recommended to the membership spending \$700 on the car Mt. Hood for repairs to windows and springs.

- 3) Recommended to the membership the purchase of the Jack Holst collection of photos, negatives and other material from the Western Forestry Center for \$3000.

- 4) Recommended to the membership that the Chapter purchase for \$2200 an ex-SP&S Alco FB unit from the B.C. Railway conditional on inspection by Bob Jackson and a free move to Portland.

Railroad Museum Options: The board decided to postpone considering Doug Auburg's list of museum options due to the late hour (after 11 PM). Moved by Dave Van Sickle, seconded by Chuck Storz, that the Chapter President appoint an ad hoc committee of at least three members to develop policy regarding a Union Station site museum and report back to the board at its October meeting. Motion passed.

Moved by Dave Van Sickle, seconded by Rich Carlson that the Chapter spend up to \$600 to send the Chapter National Director to the November national board meeting. Motion passed.

Respectfully submitted,

Chuck Storz, Secretary

Summary of Minutes - Regular Chapter Meeting - September 18, 1987

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

National Director Rich Carlson reported that 1700 attended the 1987 NRHS national convention. Among important amendments to the national bylaws passed was the elimination of automatic renomination of the national officers and setting up of a national nominating committee.

Nominations - 1988 Officers: Jerry Webb reported for the nominating committee the following nominations for 1988 Chapter officers and Directors: President - Doug Auburg; Vice President - Bob Hoffman; Secretary - Chuck Storz and Alan Viewig; Treasurer - Kyrian Gray; National Director - Rich Carlson; Director at Large - Robert Jackson, Larry Miller and Roger Phillips.

The membership approved four money measures summarized as follows:

- 1) OERHS Donation: Chuck Hayden moved, seconded by Richard Gross, that the Chapter donate \$5000 to the Oregon Electric Ry. Historical Society to support the trolley operation on the S.P. Jefferson St. line. An amendment failed which would have changed the donation to \$1000 and asked the board to negotiate a loan for \$2000. The main motion to donate \$5000 passed.
- 2) Holst Collection: Moved by Randy Nelson, seconded by Duane Cramer that the Chapter purchase the Jack Holst collection from the Western Forestry Center for \$3000. Motion passed.
- 3) Repairs to Car Mt. Hood: Moved by Randy Nelson, seconded by Duane Cramer to appropriate \$700 for repairs to windows and springs on the Chapter's car Mt. Hood. Motion passed.
- 4) Purchase of ex-SP&S Alco FB Unit: Doug Auburg reported that Bob Jackson has inspected the Alco FB unit and approved its condition. Bob has proposed that purchase of the unit also be conditional on it being moved from B.C. to Portland free. Moved by John Von Gaertner, seconded by Randy Nelson that the Chapter purchase the ex-SP&S Alco FB unit from the British Columbia Ry. for \$2200 subject to the unit being moved without cost to Portland. Motion passed.

Loan of Cars 3300 and 6800: Fontaine Hagedorn of the City of Portland Bureau of Parks spoke to the the membership about loaning cars 3300 and 6800 to the City for one day. During the Railfair at Union Station on November 6th the City wants to operate short excursions between the Union Station and the Brooklyn yard using locomotive 4449 and a short train including cars 3300 and 6800. Tickets for a ride on the train would be available to Chapter members at no cost. Moved by Randy Nelson, seconded by Vija Keeler to loan cars 3300 and 6800 to the City for one day on November 6. Motion passed.

Mt. Hood Rental Lost: Doug Auburg reported that the trip of the car Mt. Hood to Pendleton has been cancelled due to high switching charges quoted by Amtrak.

Vote on Bylaw Changes: Doug Auburg advised the membership that the vote on several bylaw changes has been postponed until the November meeting due to a number of members being out of town.

Respectfully submitted,

Chuck Storz, Secretary