

# 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.

## CHAPTER TIMETABLE NO. 299--AUGUST 1987

August 13, 1987 Thursday 7:00 pm--August 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.

August 15, 1987 Saturday GOOD TURN POTLUCK PICNIC, Shady Dell Park near Molalla. See flyer in this issue.

August 21, 1987 Friday 7:30 pm--August 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 that fine film produced by the Union Pacific, "Last of the Giants," featuring their Big Boy steam locomotives.

September 26-27, 1987 Friday-Saturday SEATTLE STEAMBOAT/RAIL ADVENTURE A leisurely trip to Seattle via reserved Amtrak Superliner cars, featuring a five-hour cruise on the "Virginia V," lone survivor of the once-large "mosquito fleet" which served the island dwellers of Puget Sound. Most Chapter members should have received flyers by now. If you did not get an excursion flyer, please leave your name and address on the Chapter's telephone recorder and we'll get one to you as quickly as possible.

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: Jim Edgar, Marilyn Rehm, and Ben and Bob Weaver. Bob Weaver deserves a very special thank you for standing in for the editor last month after his heart valve surgery left him feeling below par.

DOROTHY REYNOLDS is writing an article about life in the 1940s in Portland. As half of that decade was occupied by World War II, she would like to contact someone who has photographs of trains carrying war supplies during that period. If you can help, please call or write to Ms. Reynolds at 10302 SE Flavel Court; Portland, Oregon 97266; telephone (503) 771-3648. Thanks.

## COMMITTEE CHAIRS

Activities: Jim Edgar, 652-1724.

Meeting Program Coordinator: Hugh Robertson, 252-3315.

By-Laws: Jack Pfeifer, 644-0048.

Concessions: Marilyn Rehm, 659-1259.

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.

NEW MEMBERS--Please welcome the following new members:

Edgar W. Lister	Bruce Cronin	Anna M. Brandt
P. O. Box 2488	7440 SW 34th Ave.	9725 SE 32nd Ave.
Missoula, MT 59806	Portland, OR 97219	Milwaukie, OR 97222

Carl Golder	Jerry Buckley
380 O'Connell St.	26422 Mimosa
North Bend, OR 97459	Mission Viejo, CA 92691

Mrs. Armin H. Bernet	Will Pickering
515 Washington St., #15-K	21546 NE Lucia Falls Road
Vancouver, WA 98660	Yacolt, WA 98675

Harry A. Janzig	William & Claralee Esther
5510 Windsor Island Rd., #23	6554 Rim Rock Court NE
Salem, OR 97303	Salem, OR 97303

Gary T. Lower	Jim & Chris Bickel
3748 Dawn Circle	12630 SW Katherine St.
Union City, CA 94587	Tigard, OR 97223

Gordon Howitt	Ken & Laurel Prager
1641 Arden Dale Lane	Route 1, Box 169
Eugene, OR 97405	Hillsboro, OR 97124

Robert F. Augur	Phoebe F. Sheriff
13505 SE River Road	P. O. Box 177
Portland, OR 97222	Echo, OR 97826

Robert A. Bertram	Helen Povey
2650 N. El Dorado Place	450 SE La Creole, #8
Chandler, AZ 85224	Dallas, OR 97338

James & Betty Johnson	Lilly M. Burt
2893 Stark St.	1717 SW Park Ave., #802
Eugene, OR 97404	Portland, OR 97201

## THE PORT OF TILLAMOOK BAY RAILROAD

by Ed Immel

The Port of Tillamook Bay Railroad has grown from one of Oregon's shortest railroads to the state's longest short line. The story of the POTB reads like "the little engine that could."

The Port of Tillamook Bay Railroad was originally formed to serve the Port's industrial park which was once a U. S. Navy blimp base. The industrial park features the two largest wooden structures ever constructed--blimp hangars. Each of these massive buildings is 1000 feet long and 196 feet high with over seven acres of useable floor space under cover. At one time a complete sawmill was in a hangar, but now a company that is engaged in constructing a blimp-like airship occupies one hangar while a rail car repair firm is situated in the other hangar.

Someone visiting the POTB will find two very different types of operations--an industrial switching line and a short line railroad. Rail service at the industrial park located south of Tillamook is very limited. The sawmill is gone, and the rail car repair facility gets service only on an as-needed basis.

The first thing a visitor to the industrial park will notice, obviously, is the huge blimp hangars. The next thing one notices is that all of the trackage in the park is filled with bi-level commuter cars lettered either for Southern Pacific or Caltrans. The double-deck cars were constructed in the 1950's and 60's and once ran between San Francisco and San Jose until they were replaced by new equipment. The cars were purchased from Caltrans, moved to Tillamook, and are currently being renovated by Tillamook Rail Car Repair Company.

The first ten cars were refurbished between April and June of this year and sent to the Alaska Railroad where they are being used to shuttle cruise ship passengers between Whittier and Anchorage. The remaining cars are being drastically altered for other service.

Four of the cars are having their roofs cut off and raised 17 inches to create double-deck dining and lounge cars. These will be completed in time to be sent to Alaska for next year's cruise season. The remaining cars will be rebuilt into two first class luxury cruise trains with all the amenities of an ocean liner.

The industrial park is switched by former U. S. Navy engines that came with the park. They are housed in a small engine facility adjacent to the first blimp hangar seen upon entering the industrial park. Normally, they are not outside unless the rail car facility needs service.

## PORT OF TILLAMOOK BAY RAILROAD (continued)

The second part of the POTB is their operation over the former Tillamook Branch of the Southern Pacific. The SP received permission in March 1986 to abandon their operations over the Tillamook Branch from Hillsboro to Tillamook. Faced with the possibility of total loss of rail service, the Port entered into an agreement with the Southern Pacific to first obtain trackage rights over the line, followed by a lease and then purchase. However, this portion of the POTB is also branch line railroading at its hardest. From Tillamook to Hillsboro (90 miles) the POTB's engines are faced with grades exceeding 3.2% and curves of up to 17 degrees in sharpness. This truly makes the Port of Tillamook Bay Railroad "the little engine that could" and is unlike any other short line operation in Oregon. But even this operation is divided into two sections.

On the east side of the Coast Range the POTB serves shippers at Banks and Schefflin. Service on this portion is usually daily by engines based in Hillsboro. On the remaining section of the line, service varies according to the demands of the Tillamook Lumber Company and the Tillamook County Creamery in Tillamook. The Port of Tillamook Bay Railroad's engines are limited to five loaded cars each which means that movements do not take place until a fair number of cars are ready for movement from Tillamook. The scheduling of eastbound and westbound movements are directly connected since it costs money to run even light engines over the mountains. If the POTB is running from Tillamook, train departure is usually at dawn. The POTB's caboosless train is made up the night previous to departure and can be seen near where 4th Street crosses the railroad tracks (MP 855).

Between Tillamook and Wheeler the tracks run along the shores of Tillamook Bay and the Pacific Ocean. Especially scenic is the area just to the west of Garibaldi where the line hugs a rocky outcropping that drops off into the bay. Through Rockaway the tracks run adjacent to Highway 101 and numerous beach cottages. Just to the north of Rockaway the sands of the Pacific come directly in contact with the tracks and during severe winter storms, drift logs and other debris usually pile up on the right-of-way. Nearing Wheeler, the line runs along the shores of Nehalem Bay with the rugged Coast Range rising up in the background. All of this track can easily be seen from nearby Highway 101. Train speeds in this area are usually in the 10 mph range.

From Wheeler the tracks head inland and begin their climb up the western slope of the Coast Range. The train will follow the Nehalem and Salmonberry Rivers for most of this climb. At Batterson (MP 824) a long passing siding is visible where, under Southern Pacific operation, east- and westward trains exchanged loads for empties. For several years the Port of Tillamook Bay Railroad operated the Tillamook-Batterson section of the line

## PORT OF TILLAMOOK BAY RAILROAD (continued)

under contract to the SP. However, since the POTB began leasing the Tillamook-Hillsboro line the trains just cruise through Batterson, since their operations call for a run to Hillsboro on one day and a return run to Tillamook the next.

Until the railroad crosses the Nehalem River at milepost 815 the tracks are easily followed by a combination of county and forest roads. However, from MP 815 on the line is inaccessible save for a few points, and then only with four-wheel-drive vehicles. Passing through Enright the train begins the hardest part of the trip--3%-plus grades, 17 degree curves, tunnels, and tall timber trestles. If trains are loaded to the maximum tonnage allowed (one engine-five cars, two engines-10 cars, three engines-15 cars) speeds can and do drop down to less than five miles per hour. The locomotives are in run 8 and the sound is deafening as the roar of the engines bounces from the nearby canyon walls. This is mountain railroading at its best and also at its most isolated.

The railroad is not easily accessible again until Cochran at milepost 800. From here the gradient turns from a 3% climb to a 3% ride downhill accompanied by the whine of dynamic brakes vibrating from the sides of the canyon. Quickly the train moves through Timber (MP 793), disappears from sight and can only be reached at a few points until the tracks reach Buxton at milepost 781. From here into Banks and Hillsboro (MP 765) the train can be followed from adjacent state and county roads.

The Port of Tillamook Bay Railroad is currently leasing the trackage from Hillsboro to Tillamook from the Southern Pacific with an option to buy the line. Whether or not the line is purchased hinges mainly on the shipping volumes from Tillamook Lumber Company. Since the Port leased the line the mill has gone through three different changes in ownership with a series of shutdowns and differing shipping policies of the different owners. The new owners of Tillamook Lumber Company, the Hampton Group, have not established any long term shipping trends but the outlook for increased rail shipments is optimistic.

## Motive Power of the Port of Tillamook Bay Railroad

110	GE 80-ton	ex-U. S. Navy
111	GE 80-ton	ex-U. S. Navy
4368	EMD SD9	ex-SP 4368
4381	EMD SD9	ex-SP 4381, painted SPSF merger colors
4414	EMD SD9	ex-SP 4414

Note: None of the former Southern Pacific locomotives carry any ownership lettering.

## PRESIDENT'S CORNER

by Doug Auburg

Well here we are rapidly approaching the end of Summer. Sorry thought isn't it? I'm sorry I only mentioned it, I didn't make it happen. Well, what has happened since last we talked? Again as last month, quite a bit.

The Seattle Excursion has pretty well jelled now. I guess I can talk about it here since I was silly enough to volunteer to be Excursion Manager for this trip. We've got the seats hotels, AMTRAK seats, and the classic steam boat Virginia V confirmed. We've also got the food and buses pretty well lined up. Brochures have been printed and will be in the mail to our mailing list by this weekend (July 25). The trip will be limited to only 260 tickets with about 20-25 staff. Tickets costs are moderate at: \$250 double, \$280 single, \$245 triple, and \$225 for children under 12. If you'd like a leasurely trip to Seattle with nearly everything taken care of, why not send in your check and application. Should be fun.

The lease of the Chapter's coaches 3300 and 6800 (Red River) is going well with the Lewis & Clark Railway in Battle Ground. The Board agreed to extend the lease to November 1. The rental rate for the entire lease is based on the number of days the coaches are used with a guarenteed minimum. The good news is that the Chapter will get a charter of the train on SATURDAY, AUGUST 22, at 5:30pm. (That's the day after the August membership meeting.) There will be a nominal charge of \$2.00 for adults and \$1.00 for children under 12 for the trip. The regular fare for this train is \$8.00, so this trip will be a real bargain. The train may be able to go further north than its normal Moulton Falls termination too. THIS TRIP IS A SPECIAL CHARTER AVAILABLE TO CHAPTER MEMBERS AND THEIR FAMILIES. You're all invited, but there's only room for 200 on board. The trip will be on a first come-first served basis. If you want to go, please call and leave a message on the Chapter phone, including your name and the number who will be in your party. If you want to take a chance that the train isn't full, you can just drive out to Battle Ground on the 22nd and see if there's room. If not you can railfan the trip with your camera and still have a good time.

Finally, the City of Portland has finally taken action to directly manage the locomotive 4449. The Chapter will continue to be an important part to the advisory structure providing advice to the City, but without the liability of obtaining insurance and being solely responsible that the locomotive is protected. Management will be placed in the Parks Bureau. The first meeting of the Steam Locomotive Advisory Committee resulted in a recommendation the the City allow the locomotive to be transported dead to Eugene for the National Model Railroad

## PRESIDENT'S CORNER (continued)

Association's National Convention (July 28-August 1). Some preliminary policies were also developed to allow the locomotive to be used in commercials. These uses will each bring money into the Locomotive Preservation Fund so that it can be repaired and kept operable for future generations.

I don't know if that's what you, the membership, had in mind when you authorized your officers to work with the City to develop a better and more effective management system for the 4449, but I personally feel that both the Chapter and the locomotive will be better served by this new relationship. I hope you agree. If not, please let me know what changes you think are needed and I'll be happy to discuss it with you. If we can come to an agreement, I'll take your suggestions to the City.

## LIBRARY COMMITTEE REPORT

Bob Slover, Chairman

The Library Committee announces that its next meeting will be at 10:00 am on Saturday, August 22nd, at the Pacific Northwest Chapter office located at Room 1, Union Station. This will be a work session, so please come prepared. If you need more information please give Bob Slover a call at 692-4782 or leave a message at 226-6747 (226-NRHS). Non-members are always welcome to attend.

DON'T FORGET!!! CHAPTER EXCURSION ON THE LEWIS & CLARK RAILWAY  
ON SATURDAY, AUGUST 22ND, LEAVING BATTLE GROUND, WASH. AT 5:30 PM  
ADULTS \$2 EACH, CHILDREN \$1 (Trip limited to first 200 people--  
see President's Corner above)

Summary of Minutes - Regular Chapter Meeting - July 17, 1987

The meeting was called to order by President Doug Auburg at 7:37 PM.

President Doug Auburg reported on the following:

- 1) Bob Jackson has advised that the cars in Silvis, IL are worth bringing to Portland for the salvageable parts and wheel sets. The Union Pacific and the Chapter's insurance carrier have been recontacted to determine if it's feasible to move the cars.
- 2) 4449 Management: There has been some real progress in sorting out the management of locomotive 4449. The City Park Dept. has taken on more of an "owners roll" and plans to use an advisory committee to provide it with expert advice on handling the 4449. Arrangements have been made to move the 4449 to Eugene for the NMRA convention. A fee schedule will be established for deposit to the Preservation Fund for all future uses of the locomotive.
- 3) Bob Jackson has been confirmed by the board as the new rolling stock chair.
- 4) Planning for the Seattle Steamboat Excursion is well underway. Prices will be \$150 double and \$180 single. Due to the fairly small size of the excursion only 8 car hosts will be used.
- 5) The Chapter will have a special excursion on the Lewis & Clark RR leaving Battle Ground at 5:30 PM on Aug. 22. Reservations must be made.

Roundhouse Lease: Doug Auburg reported that the City of Portland is near to making a lease agreement with the S.P. for use of the roundhouse by non-profit rail groups for an indefinite period. Details are still being worked out.

Computer Purchase: Doug Auburg asked the membership for authorization to purchase a new computer for the use of The Trainmaster editor plus a new disc drive for the Chapter's present computer. The board has recommended the purchase of both items. Doug stated that \$2000 is needed for the computer. Moved by Hugh Robertson, seconded by Gordon Zimmerman to authorize spending \$2000 for a new computer, printer, software and a replacement floppy disc drive. Moved to amend by Dave Schuler, seconded by Kerrigan Gray that approval be contingent on approval by the finance committee. Amendment passed. Main motion as amended passed.

Rolling Stock Funds: Doug Auburg requested approval of an appropriation of \$7000 to begin a program of work on the Chapter's cars proposed by the rolling stock committee. Moved by Kerrigan Gray, seconded by Bob Hoffman to approve \$7000 for rolling stock work contingent on approval of the finance committee. Motion passed.

O&C T-shirts: Doug Auburg relayed a request from Marilyn Rehm for \$3500 to purchase 1000 t-shirts for sale during the O&C celebration. Moved by Terry Parker to authorize \$2500 for t-shirts. Died for lack of a second. Moved by Carl Rodabaugh, seconded by Kerrigan Gray to authorize purchase of 400 t-shirts for approximately \$1500, subject to finance committee approval. Motion passed.

Respectfully submitted,

Chuck Storz, Secretary

## Summary of Minutes - Board of Directors Meeting - July 9, 1987

The meeting was called to order by President Doug Auburg at 7:05 PM.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts: Checking: \$111,552.58, Savings: \$6,515.93.

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

- 1) Authorized up to \$100 to buy a new floppy disc drive for the Chapter's computer.
- 2) Recommended to the membership a budget of \$7000 for work on Chapter rolling stock during 1987 as part of a new long range program.
- 3) Passed a \$500 general maintenance budget for Chapter rolling stock.
- 4) Recommended to the membership spending \$3500 for an inventory of 1000 t-shirts to be sold during the O&C celebration.
- 5) Approved an extension of the car lease with the Lewis & Clark RR through November 1, 1987.
- 6) Approved the following prices for tickets for the upcoming excursion to Seattle: \$150 double, \$180 single and \$125 for children. Also approved, in concept the pin for the Seattle excursion.
- 7) Directed President Doug Auburg to request in writing that the City of Portland absolve the Chapter of liability for any future movement or operation of locomotive 4449 and referring to the ordinance which originally established the Chapter's operating responsibilities for the locomotive.

The board discussed and by motion recommended to the membership that the following changes to the Chapter's bylaws be adopted:

- 1) Changes the terms of all elected officers and directors to two years with a limit of two consecutive terms on all except the Secretary (two year term with limit of five consecutive terms) and retains elections every year in which approximately one-half of the officers and directors are elected.
- 2) Clarification of the procedure for filling vacancies involving details of the publication of names of candidates to fill vacancies.

The board by motion sent back to the bylaw committee, finance committee and treasurer for further study bylaw changes 1) to the budgeting procedure to limit spending during a fiscal year to the funds on hand at the beginning of the year and 2) to establish an Emergency Fund.

Rolling Stock Committee Chairman Bob Jackson presented the board with copies of a long term planning and budgeting study on the Chapter's rolling stock. The study was put together by Bob, Larry Miller and Dave Stimac. It breaks down the Chapter's equipment into four categories: 1) Amtrak compatible, 2) Chapter excursion rolling stock, 3) Static display cars and 4) Non-passenger equipment rolling stock.

O & C Celebration: Al McCready reported that the S.P. plans to run a special train on August 26 from Eugene to Ashland as part of the celebration of the completion of the Oregon & California RR. The train will be made up mostly of S.P. business cars. The Chapter has been invited to send along car #76 as a display car.

Respectfully submitted, Chuck Storz, Secretary.

## PROPOSED BYLAWS REVISIONS

Editor's note: Shown below are two proposed changes to the Pacific Northwest Chapter bylaws that will be voted on at the September membership meeting. Proposed change number 21 is a "housekeeping" measure, and no statements for or against the change had been received at press time. There was a difference of opinion concerning change number 19, and statements for and against the measure follow the text of no. 19. The Chapter Board of Directors has recommended that both changes be adopted.

Proposed Bylaws Change No. 21--Changes section 4.04

Result: Clarification of procedure for filling vacancies.

Now reads: Section 4.04. Vacancies. Any vacancy in any elective office because of death, resignation, removal, disqualification, or otherwise, shall be filled by vote of the Chapter members at the next regular or special business meeting. The Board shall nominate at least two candidates and those names must be published prior to the election.

If changed would read: Section 4.04. Vacancies. Any vacancy in any elective office because of death, resignation, removal, disqualification, or otherwise, shall be filled by vote of the Chapter members at the next regular or special business meeting following the publishing of the candidates' names. The Board shall nominate at least two candidates and those names must be published prior to the election.

Discussion: As it now reads this section mandates an election to fill a vacancy at the next business meeting after the vacancy occurs and also requires publication of the names of the candidates. It would not be possible to comply with this bylaw if the vacancy occurred after THE TRAINMASTER went to press and before that month's business meeting.

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

PROPOSED BYLAWS REVISIONS (continued)

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.

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.....

If changed would read: Section 8.04. Finance Committee. There shall be a Finance Committee established to oversee the opera-

## PROPOSED BYLAWS REVISIONS (continued)

tions 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 two years and no member shall serve more than four consecutive years on the Finance Committee. Members shall not.....

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.

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

## PROPOSED BYLAWS REVISIONS (continued)

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 September 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 three board members 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 persons 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.

"ALL ABOARD" FOR THE  
GOOD TURN POTLUCK  
PICNIC for PNWC-NRHS  
and Friends at Shady Dell Park  
near Molalla on Sat., Aug. 15,  
1987, noon to 5:00 pm. Ride  
behind steam, diesels, etc.

Bring 2 of the following: Hot  
dish, salad, or dessert to serve  
10. Also bring your own utensils  
and beverages.

A "RAIL" GATHERING

