

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. 300--SEPTEMBER 1987

September 10, 1987 Thursday 7:00 pm--September 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.

September 18, 1987 Friday 7:30 pm--September 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 "Railroads of Canada," presented by Randy Nelson.

September 26-27, 1987 Friday-Saturday SEATTLE STEAMBOAT/RAIL ADVENTURE. SOLD OUT SOLD OUT SOLD OUT

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 DON BEARD 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.

Many thanks to member KEN PETERS for maintaining our telephone service at Room 1 on his own time.

RAILROAD MUSEUM PROJECT

by Doug Auburg

It was announced at the August Business Meeting that the Board and I will be seeking your input and advice regarding what the Chapter should do about the proposed rail museum at Union Station. As you probably know, the Portland Development Commission is actively interested in encouraging a rail museum at Union Station. However, their desire is for a relatively small site of about one acre (40,000 square feet).

The Northwest Rail Museum, Inc. has been actively working with the PDC staff on this project. Up to this point the Chapter has pursued a separate path, using a joint committee with OreARP to develop an alternate museum proposal. Things have now progressed to the point where the membership should indicate how we should proceed from here.

There are several alternatives that should be considered by you before a decision is reached. Each alternative has its own set of advantages and disadvantages. When we choose the alternative that is to be followed, all of its pros and cons will follow.

Therefore, we will provide you with a detailed listing of the alternatives, along with their pros and cons, in next month's TRAINMASTER. We will ask for your written comments, if you wish to provide them or if it will not be convenient for you to attend the October Business Meeting. A full discussion will then take place at that business meeting and your vote will determine the future direction of the Chapter.

The alternatives range from: (1) wishing the NRM well and standing aside to allow them to actively develop the museum, (2) joining them in some mutually acceptable way to work toward the museum goal together, (3) Working independently to develop an alternate museum proposal, which could then be presented to the City/PDC for consideration, and several other alternatives. We also plan to have write-ups from NRM and our own museum task force in next month's TM, so you can better understand what each group is trying to do. Please take the time to read those materials carefully. Your decision will have great bearing on the future of any possible future rail museum in Portland.

MEMBERSHIP COMMITTEE REPORT--Please welcome the following new members to the Pacific Northwest Chapter:

Nick White
10440 SE 24th Ave.
Milwaukie, OR 97222

Glen & Lois Rodman
4605 SE Adams St.
Milwaukie, OR 97222

Vean D. Cronk
506 Nursery, Box 166
Amity, OR 97101

Tyrus R. Cronk
92 Log Cabin St.
Independence, OR 97351

NRHS NATIONAL CONVENTION--ROANOKE 1987

by Rich Carlson, National Director

Roanoke, Virginia, is located at the southern end of the Shenandoah Valley in the southwestern part of the Old Dominion. This city was the site of the 1987 National Railway Historical Society annual convention that ran from Wednesday, July 29 through Sunday, August 2. It was a winner in every respect.

Apart from the spectacle and entertainment provided mostly by two beautifully-restored mainline steam locomotives, the passenger, Class "J," Norfolk & Western 611, and the mighty freight articulated, Class "A," Norfolk & Western 1218, the board and membership meetings resulted in passage of far-reaching amendments to the national bylaws which should serve to strengthen and improve the society.

Of all the amendments, most notable was that national officers will no longer be automatically re-nominated. Instead, there will be a formal Nominating Committee which will have the responsibility to nominate candidates for election by the National Board of Directors. Their choices will be made known by the time of the Annual Convention or August 1, whichever comes first. Additional candidates may file by September 15. Other changes were that the minimum age of 16 for membership in the society was removed. Also, if a person is declined for membership by a Chapter, the facts and reasons for rejection must be forwarded to National. Long-term budgeting and planning is also facilitated by the changes.

Travel to Roanoke (the city has no Amtrak service) was by a special train that ran from Alexandria, Va., a suburb of Washington, D.C. Powered by three "F" units in Southern Railway colors, it was a pleasant trip through the beautiful and wooded state of Virginia. I rode coach, but did have an opportunity to visit the first-class section at the rear of the train, which included a former Union Pacific dome car painted in Tuscan red and lettered "Virginia Rail," a rounded-end observation car, "Pocahontas," owned by the Roanoke Chapter, convention hosts, and a deluxe diner, in which only first-class passengers were served.

All of the excursion trains operated during the convention had consists of single level cars, either Tuscan red or stainless steel. The equipment came from the Roanoke, Richmond, and Collis P. Huntington Chapters, Norfolk Southern, and private individuals. I heard the chapter was quite choosy in what equipment it leased, turning down cars not painted in the right colors, for example. Lease prices depended on the type and desirability of the equipment, and the rates seemed consistent with what they are here in the Pacific Northwest.

(continued on next page)

NRHS NATIONAL CONVENTION (continued)

Most of the convention trains were long, 25 cars usually, and were a combination of air-conditioned and open-window cars. The steam purists opted for seating in the open-window cars in order to have better photo and recording opportunities. The additional price paid in those cars was an abundance of cinders, and I personally opted for the cooled cars, considering the 95-degree temperatures and humidity to match. I got enough cinders in my eyes merely by standing in the vestibules or in the baggage "sound-recording" cars located aft of the tenders. I saw one guy with a black T-shirt inscribed, "STEAM IS CLEAN." The back should have read, "BUT COAL IS DIRTY." I concede the aroma of a coal-burner is pleasing, but for me a little of that goes a long way.

The undisputed high point of the convention was Saturday, August 1, when they had a dual runby of the steam locomotives, one pulling a 50-car coal hopper consist and the other a 25-car passenger car consist. With both running in the same direction on parallel tracks up a curving grade chosen to bring out the best of the steam engines, for about 15 miles they beat up the beautifully-ballasted track, the Norfolk Southern main line to the coal fields of West Virginia. Vying for the lead, side by side, whistles wailing, they presented a total sensory experience and a marvel of precision scheduling unwitnessed in 40 years or more. You undoubtedly will be reading and hearing about this unique event in the railfan press in the months ahead. Dubbed, "Choreography in Steam" by V. Allan Vaughn, NRHS Chairman, at the annual banquet in the grand Hotel Roanoke that same evening, the run of the behemoths was an experience that thrilled everyone right down to his toes. The "J," incidentally, is owned by the City of Roanoke and leased to the railroad, which maintains and operates it. The railroad owns the "A" outright and I heard they spent almost \$2 million in the restoration that was completed only this spring.

The convention was blessed by having the full cooperation of the Norfolk Southern, who seem firmly committed to a steam program. The "J," incidentally, went out of service August 15 for its FRA five-year boiler inspection, but the "A" is scheduled for excursions for the balance of the year through November 22.

I was told the 1218 (the "A") was operated by retired Norfolk Southern chief executive officer Robert B. Claytor, whose brother, W. Graham Claytor, Jr., the president of Amtrak, was the featured banquet speaker.

During the convention, I had the opportunity to meet many national directors, as well as the key players in the 1988 Convention that will be held in Somerset, N. J. Sponsored by the Tri-State Chapter of the NRHS, the 1988 convention will run from July

NRHS NATIONAL CONVENTION (continued)

27 to July 31. Events will be held in the host state as well as in New York and Pennsylvania. The site includes five first-class hotels and is located between two main rail lines. The site of the 1989 convention is not known, and this fact caused some dissatisfaction and passage of a motion by the Board directing action by the national leadership.

Any number of conventioners told me how much they had enjoyed the 1978 convention in the Pacific Northwest, and asked when are we going to hold one again. Considering that the first Pacific Northwest convention was held in 1965, and the last one in 1978, the thirteen-year interval, if followed, would dictate our next one for 1991. Certainly Portland has the convention facilities, the hotels, the restaurants, and all else that is needed. (Roanoke suffered in that the Hotel Roanoke is the only first-class hotel in downtown--the rest were scattered over a 10-square mile area, which meant lots of waiting for and riding of buses.) For 1991, I could imagine runs of SP 4449 down the valley, a trip east behind UP 8444, and if things go well, trips north behind SP&S 700. The key, of course, is enlisting the support and backing of all the railroads, and were this to come about, we could have a spectacular all our own here in the Pacific Northwest. Over 1,700 members were registered at Roanoke, including people from as far afield as Germany and Australia. Given our desire for tourism in the region, I am convinced we could do every bit as well, given the assets and advantages we have right here.

I felt privileged to attend the convention as your director, and happy to see the new spirit being generated at the national level. I believe we are going to see real progress in the years ahead. In a sense, the change occurring seems similar to what our Chapter experienced in recent years.

Finally, if you have never been to a national NRHS convention, I would urge you to try to attend. You'll meet and enjoy the friendship of fellow enthusiasts and be able to share and exchange information and knowledge. The memories will likely never be lost, for these are special times that bring out the best we have.

EXCURSIONS COMMITTEE REPORT

A nod of thanks to Ray and Sandra Myers, Bryan Leeder, and Mary Lou and Amanda Weaver for their help in putting out our trip brochures. This effort may become a standard request for members who will be serving as car hosts on upcoming excursions.

PRESIDENT'S CORNER

by Doug Auburg

I warned you last month that we were rapidly approaching the end of Summer, so don't blame me if there are still things you wanted to do and school has started. Oh well, I guess there's always next Summer. Well, now that we have that settled, I guess I should fill you in on what's been happening in the last month.

Move of the 4449. The locomotive was moved to Eugene for the National Model Railroad Association's National convention in late July. The Chapter participated in planning for this move through our membership on the City's Steam Locomotive Advisory Committee. This committee is actively working with the City to develop a use policy for all of the City's locomotives.

Call for Membership Guidance on Future RR Museum Policy. See my comments elsewhere in this issue. Options will be presented in the October TM.

Chapter Car 76. Bob Jackson and a number of his Rolling Stock Committee members worked long and hard during the last month to prepare PNWC-76 for use as a permanent museum display car. The car was cleaned out, painted on the inside, track lighting was installed, and platform steps were fabricated so that the public can easily enter one end and exit the other end of the car. All this work was completed by Chapter members while we hired a local firm to rebuild the vintage car's brake system. Meanwhile the staff of the Oregon Historical Society assembled 53 photos which will be used as part of a centennial celebration of the Oregon and California Railroad's completion in 1887. The completion of the O&C was historic not only because it connected Portland and the Northwest with San Francisco, but because the railroad really opened up the farms and forests of much of Oregon south of the Willamette Valley to world markets. Chapter members Al McCready, Marilyn Rehm and Jim Edgar helped out with the car and answered questions during the exhibition. Thanks Folks! You'll be able to see the display at Union Station on November 6, 7 and 8, 1987, if you didn't see it in Ashland on August 26, 27 and 28.

Union Station Rail Fair. The Chapter has agreed to participate in a Rail Fair which will celebrate the purchase of Portland's historic Union Station by the City. The Rail Fair is scheduled for Friday, November 6 through Sunday, November 8, 1987. The Chapter will provide the Mt. Hood and Car 76 for public viewing. It is hoped that all three of the City's steam locomotives will also be on display, with the 4449 under steam. Gunderson will provide one of their Five-Pak container cars and AMTRAK its display train. We will be calling for volunteers to help in staffing our cars during this show. Mark the date on your calendar

PRESIDENT'S CORNER (continued)

now. The celebration is to be the kick-off for fund raising efforts for the Rail Museum at Union Station.

Seattle Steamboat Rail Adventure. The trip is sold out. In fact it sold out within three weeks of the initial mailing of trip brochures. A number of members will be among the paying passengers. Everything looks clear for a very enjoyable trip. And a trip which will be repeated in future years, based on its popularity.

Steam Excursion behind the Royal Hudson. The Pacific Locomotive Association (formerly of Castro Point, California) is planning a fund raising excursion behind the Royal Hudson on October 3-4, 1987. The trip will be 600 miles behind steam from Vancouver, BC to Williams Lake. The price will be \$295, including the train ticket, hotel room and bus transport. For a detailed brochure, phone or write: Pacific Locomotive Association, c/o Key Tours, 1510 Parkside Drive, Suite 200, Walnut Creek, CA 94596, telephone (415) 945-8687.

LIBRARY COMMITTEE REPORT

Bob Slover, Chairman

The Library Committee meeting on August 22 gave us a chance to get back into regular activity, including work on the bookshelves in Room 1A and adding recent donations to the library. The shelf project is moving as finishing touches are applied. One shelf is ready for sealing. The pace should pick up with experience.

Thanks to the following for their recent donations:

Larry Collier: Trains, Railfan, Locomotive & Railway Preservation magazines.

Richard Kohl: "Guidebook to British Columbia."

Terry Parker: Freight tariff handbooks.

Harold Rice: Pacific Rail News and other magazines.

Bob Weaver: Various books and magazines.

With the improved Chapter financial condition, the Library Committee is putting together a wish list of books and other items. If you have any suggestions, drop a note to Room 1.

Library Committee work parties are scheduled for Tuesday evenings beginning at 7:00 pm at Room 1, Union Station. The room will be open until at least 8:00 pm, and later if necessary. Library books can be checked out or returned during this time. Please check your bookshelves for overdue Chapter materials and return them on Tuesday, or call Bob Slover (692-4782) to arrange a different time.

Thanks to Marilyn Rehm and Jim Edgar for cleaning the doorway to Room 1A.

LEWIS AND CLARK RAILWAY EXCURSION

by Doug Auburg

Members and their families, 103 in all, showed up at Battle Ground on August 22nd to ride the LINC. We started off by heading RR West to Brush Prairie, Washington four miles away. Then the loco ran around the train and we headed back RR East to Battle Ground. A few members with other commitments got off there while the rest of us continued on to Heissen, Moulton Falls on the East Fork of the Lewis River and finally to the town of Yacolt.

By the time we reached Yacolt it was dark but that didn't matter. Most of us detrained while our coach 6800 was equipped with a conductor's air hose for the back-up move to Moulton Falls. We caused quite a stir in town as the first night train to come to town in years. Some members walked a couple of blocks to get a beer at the Yacolt Tavern (a historic event, no doubt). Member Gary Zenk wandered over that way and met the mayor of Yacolt. Well, since Gary is an accomplished bugler and hardly ever goes anywhere without a bugle, he proceeded to play a call for the mayor, much to the delight of all concerned.

After 15 minutes the loco whistled and everyone reboarded for the trip back to Battle Ground. For the first four miles or so, LINC president Ed Berntsen proved he was a many talented fellow by acting as the train's headlight with his switchman's lantern in the doorway of the 6800, blowing the conductor's peanut whistle on the air hose for all of the private driveways we crossed.

Finally we reached Moulton Falls and the loco once again ran around the train. The rest of the trip was uneventful with a significant number of the passengers sacking out on the coach seats. (If we'd have known that we were selling sleeping accommodations, we'd have raised the price.) Anyway, we arrived back at Battle Ground at about 11 pm and everyone detrained.

Three Chapter members won a lottery drawing and got cab rides in the vintage LINC SW8 (ex-Northwestern Pacific). They were: Cora Jackson, Marilyn Rehm and Richard Parks, Sr. By all reports I have heard, everyone thoroughly enjoyed themselves. We had enough cars along so that everyone could sit outside in the evening and then move into the coaches when the sun went down and the temperature began to fall.

I offer my sincere thanks to Ed Berntsen and his crew on the LINC for putting on a great excursion. They did everything possible to make the trip enjoyable. THANKS GUYS!

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 were printed in last month's TRAINMASTER. 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

PROPOSED BYLAWS REVISIONS (continued)

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.

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.

CONCESSIONS COMMITTEE REPORT--by Marilyn Rehm

Concessions has had a very busy month preparing T-shirts for the Oregon & California "Golden Spike" celebration in Ashland August 26-30. The shirts are available by prepaid order only at this time. Shirt colors are black, navy blue, brown, or turquoise with a white and gold print; or, turquoise with a black and gold print. They sell for \$8.00 plus \$1.25 shipping and handling. If any of our 400 shirts return from Ashland, they will be available for sale at the September membership meeting.

Concessions sales at our "Company Store" during the National Model Railroad Association national convention in Eugene in July were very successful. A concessions meeting will be held in October at a date and time to be announced in the next issue of THE TRAINMASTER. At this meeting we will discuss possible new items for 1988, and plan for manpower requirements at upcoming railroad swap meets and shows we might want to participate in, such as the Great American Train Show.

NOMINEES SOUGHT FOR CHAPTER ELECTIONS IN NOVEMBER

As provided for by the Chapter bylaws, a nominating committee has been named to search for candidates for the Pacific Northwest Chapter elections in November. If you are interested in running for a Chapter office or director's post please contact David Van Sickel at 297-3807 or George Mickelson at 663-4039 by October 1.

THE BLUE FLAG COLUMN

by Rolland Graham

(condensed from the May 1987 issue of "Wheel Clicks," Pacific Railroad Society)

Batteries in the newer Amfleet and Superliner cars operated by Amtrak today are quite small, being needed only for emergency lighting and communications. Power to operate each car's electrical system, including lights, ventilation, and climate control, derives from a 480-volt line powered by the diesel engine of the locomotive. Since power comes from the locomotive, it is termed "head end power." Each car has cables which can be plugged into receptacles on the adjacent car, much like hooking a series of extension cords together. Since many trains have more than one locomotive, each of which is capable of supplying head end power to the train, power failures due to malfunction of the generating system are rare. A more common source of trouble in the train electrical system is faulty connecting cables between cars.

The previous generation of passenger cars was designed when steam locomotives were still quite common, and while diesel locomotives were in use on some runs, they often were not as reliable as they are now. As a consequence, the concept of head end power was not widely regarded as being feasible. There was some experimentation with this concept in the 1930's with the early streamliners built for the Union Pacific and other railroads, but the specter of failure on the road was very real; dependability was just not there.

For this reason, the UP and most other roads returned to the concept of each car having its own power generating system. If one car's electrical system failed, passengers could be moved to adjacent cars if necessary. The power generating capacity of each car was overdesigned so that it could, through a connecting cable (trainline), provide power to an adjacent car in an emergency without overextending itself.

Two types of power generating systems were in common use on pre-Amtrak passenger equipment: axle-driven generators, which produced electricity when the car was traveling over 20-25 mph and stored the energy in large batteries so that it would be available when the car was moving slowly or stopped; and engine-generator systems, usually powered by propane, but occasionally powered by diesel fuel. The batteries on the latter type of cars were somewhat smaller, as the generator could run whenever power was needed, whether the car was moving or not.

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - AUGUST 21, 1987

The meeting was called to order by President Doug Auburg at 7:35 PM.

President Doug Auburg reported on the following:

- 1) Car 76 has been refurbished as a display car and will shortly leave for Ashland for the O&C celebration. Credit for work on the car goes to Bob Jackson and members of the rolling stock committee.
- 2) The Portland Development Commission is planning a celebration the first weekend in Nov. to commemorate their purchase of the Union Station.
- 3) The Chapter's relationship with the City of Portland for operation of locomotive 4449 has been ended. The Chapter no longer has any liability or direct responsibility for the locomotive.
- 4) The Chapter will be a member of a City of Portland advisory committee to assist the City with management of the 4449.
- 5) The Seattle-Virginia V Steamboat excursion is sold out.

Nominating Committee: President Doug Auburg announced appointment of the committee to nominate 1988 Chapter officers and directors: Dave Van Sickle, Chairman, Jerry Webb and George Mickelkson.

Rolling Stock: Bob Jackson reported that the Rolling Stock Committee has been very active during the last month turning car 76 into a usable display car. Work on the car includes a new roof, paint, carpeting, lighting, and two sets of stairs for entrance from each end. The car's brake system has been updated. The car Mt. Hood will be going on two trips including one to the Pendleton roundup. Cars 3300 and Red River have been giving satisfactory service in operation on the L&C Ry.

Rolling Stock Budget Addition: Bob Jackson advised that the brake repair on car 76 cost \$4500 but that savings were made on carpet and elsewhere leaving a shortfall of \$2000. Moved by Kerrigan Gray, seconded by Randy Nelson to amend the rolling stock budget to add \$2000 for brake work on car 76. Motion passed.

PDC-Northwest Rail Museum Rail Fair: Doug Auburg advised that he has been authorized by the board to write to to PDC and NRM offering the Mt. Hood and the #76 for the Union Station Rail Fair with the proviso that the Chapter be allowed to sell concession items. There were comments from the floor about whether the Chapter should just contribute a display or also be allowed to sell. Moved by Kerrigan Gray, seconded by Bob Jackson to offer the Mt. Hood and car 76 for display at the fair and not require any selling rights for the Chapter. Motion passed.

Bylaw Change #19: Doug Auburg asked for any comments from the floor on bylaw change No. 19 which would change officers' and directors' terms of office to two years. This change will be voted on at the next regular meeting.

Museum: President Doug Auburg stated that it is time for the Chapter membership to decide on how to approach the Portland Development Commission with a Chapter position on a museum at the Union Station site. Doug will prepare a series of options for a membership vote at the September meeting.

Respectfully submitted, Chuck Storz, Secretary

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - AUGUST 13, 1987

The meeting was called to order by President Doug Auburg at 7:07 PM.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of 7/31/87: Checking \$110,172.15; Savings \$6,548.26.

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

- 1) Specifying details for purchase of computer and software as previously authorized by the general membership.
- 2) Recommendation to the membership to spend \$1500 for brake work on car #76.
- 3) Separating bylaw change No. 20 into change No. 20 regarding budgeting and change No. 22 regarding the establishment of an emergency fund.
- 4) Recommendation to the membership that revisions to bylaw section 9.01 budget be adopted.
- 5) Referring bylaw change No. 22 establishing an emergency fund back to the bylaw committee for further revision.
- 6) Approving use of car Mt. Hood for the Union Station Rail Fair and offering also use of car 76.
- 7) Declining a City of Portland request for use of the Chapter's auxiliary tender to store oil for locomotive 4449 and offering use of the oil bunker only for oil storage.
- 8) Authorizing President Auburg to support a draft proposal for management of the City owned locomotives.

Museum: Terry Parker reported that he, Al McCready, and Jim Howell and Aloha Shade of ORARP have concluded, regarding a museum, that the Chapter should be the lead group to prepare a report on the Union Station museum proposal, that a professional fund raiser is needed, and that the coalition of PNWC and ORARP needs to make a strong presentation about a museum to PDC with defined goals and objectives.

Status of 4449 Ordinance: Doug Auburg reported that the agreement with the City of Portland covering Chapter management of locomotive 4449 has been terminated and that the Chapter no longer has any liability for operation of the locomotive.

Museum: Doug Auburg reported that a draft of a feasibility study on a museum from PDC is being sent to the Chapter for comment. Doug will make the draft available to the board.

4449/Los Angeles Depot: Doug Auburg reported receipt of a letter by the City of Portland from Amtrak requesting that locomotive 4449 be made available for a celebration on the 50th anniversary of the opening of the Los Angeles Union Depot on May 5, 1989. The board took no action.

Cars in Illinois: Doug Auburg reported that he has written to the private car association's insurance agent about insurance for a move of the cars in Silvis, IL to Portland.

Respectfully submitted, Chuck Storz, Secretary