

The



TRAINMASTER

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



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

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

CHAPTER TIMETABLE NO. 302--NOVEMBER 1987

November 12, 1987 Thursday 7:00 pm--November 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.

November 20, 1987 Friday 7:30 pm--November 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 "BC Rail" by Terry Parker.

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: Al Haij, Doug Auburg, and Rich Carlson.

The VOTE ON BYLAWS CHANGES nos. 19 and 21 has been postponed again. It will be conducted at December's regular membership meeting instead of October's meeting as previously announced in THE TRAINMASTER. Stay tuned!

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

COMMITTEE CHAIRS

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

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.

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

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

Public Relations: Al Viewig, 223-2526.

Publications: Bob Weaver, 659-9201.

Rolling Stock: Bob Jackson, 233-2667.

Car Rental Agent: Carl Rodabaugh, 253-4241.

INTERURBAN POSTAGE STAMP UPDATE

by Rich Carlson

Editor's note: Back in May, National Director Rich Carlson wrote to the United States Postal Service, suggesting that the electric interurban car be depicted on the ongoing Transportation Series of postage stamps. Below he gives us an update on this proposal.

I am advised by the USPS that the proposal for the "Interurban" was considered by the Citizens' Stamp Advisory Committee, but the group did not recommend issuance of such a stamp at this time. However, it is Committee policy to review a proposal if it receives any indication of continuing interest. Therefore, the "Interurban" proposal is being placed on the agenda for reconsideration at its next meeting. I would hope that the Committee recognizes it as a fit subject for commemoration.

In my opinion, the interurban was one of the finer modes of transportation available to Americans in the early decades of this century, and it performed admirably until competition from the automobile brought about its demise. Considering the strong interest by many stamp collectors in railway subjects, I would hope the Committee might rule favorably.

If you support the idea, I urge you to write a post card or letter today to: Mr. Bill Halstead, Philatelic Programs Specialist, Philatelic Affairs Department, United States Postal Service, 475 L'Enfant Plaza SW, Washington, DC 20260-6700.

THE GREAT STEAMBOAT RAIL ADVENTURE OF 1987

by Doug Auburg

Kerrigan Gray informed me as the train from Seattle pulled into Portland the evening of September 27 that he had started a tradition of reporting on the excursion for those members who couldn't go after the Bend circle trip in May. He said that since I had been the excursion manager on this trip the job of continuing the tradition was mine. So what follows is the excursion manager's report to you on what we have affectionately called the "Doug and Bob Rail Adventure."

The staff arrived Saturday morning (September 26) at about 6:15 to get ready for ticket exchange and passenger loading. Various crews took on the jobs of food loading, ticket exchange, trip guide distribution, and general errand running. The first crisis was the discovery that Amtrak had provided us with three cars (of the four we had expected to use) which had no downstairs seating. This resulted in a last minute change which required us to overflow into half of a fifth car. We had only scheduled four pairs of car hosts so Bill Carter, Rich Carlson, and Al McCready were pressed into service as car hosts for the fifth car. All preparations were finished in plenty of time and passenger loading began at about 7:30. The train pulled out right on time at 8:00 am.

After the passengers had settled down in their cars a nice breakfast was distributed by the car hosts. The trip to Seattle was uneventful on a lovely Saturday morning. After a scare Friday night when it rained, Saturday dawned clear and sunny. Marilyn Rehm had discovered that the Snoqualmie Valley rail group was sponsoring a special wine tasting and rail trip weekend and that we could travel out to Snoqualmie on a Metro bus for the princely sum of \$1.00 round trip. So, this was announced to all on board as an extra attraction. When we arrived and had settled everyone into their hotel rooms, a number of us (both staff and passengers) went off to find the bus and took the hour and a quarter trip.

We arrived to find the ex-U. S. Plywood 2-6-6-2 #11 steamed up and running. Snoqualmie Valley wines were featured in the historic station building (four glasses and a train trip for \$10, two for \$15). The train alone was \$3 for the half trip to the Falls and back (half price). They're operating a number of heavyweight cars in various stages of restoration. The locomotive looked to be in good shape and I was told that they are well along with the rebuilding of their 2-8-2 #70. The ride was short to the Falls and back but the scenery is really nice. The second group of staff/passengers arrived at 4:30 and talked the crew into running the full length trip (i. e., back four miles into North Bend and then back to the Falls and return to the station

The Great Steamboat Rail Adventure of 1987 (continued)

in Snoqualmie). Kerrigan and Kyrian Gray and Al McCready managed an invitation for a cab ride and thoroughly enjoyed themselves.

Meanwhile other stalwarts in our group were busy shopping, visiting the Seattle Center and Space Needle or touring historic Pioneer Square with its abandoned underground streets and shops. Bob Hoffman took that tour and had nothing but raves for it. I don't know the hours, but the literature says they're "open 365 days a year." So, if you're like me and have never taken the time to tour Pioneer Square, it'll be open when you're in Seattle.

Evening brought various adventures into dinner as staff and passengers took advantage of the Tourist Bureau's guide to Seattle eateries and watering holes. I have no reports on how that went but at least I wasn't called to bail anyone out of jail and everyone seemed to be present the next morning, so I guess everyone must have had a good time.

People had time in the morning for a leisurely breakfast (those who were assigned to the Roosevelt found that they were entitled to a complimentary continental breakfast). Bus loading began at 9:45 at the Roosevelt and 10:00 at the Mayflower Park. By 10:30 everyone was standing on the pier admiring the SS Virginia V. Cameras were much in evidence and Kodak's profits for the quarter surely must have been given a boost. Passenger loading started a few minutes later and we were able to leave the dock ten minutes ahead of the 11:00 schedule.

I can only describe the ride on the Virginia V as beautiful. The ship is a fine example of early twentieth century engineering. Many spent the trip in the engine room, just watching the old triple expansion steam engine crank on the open drive line. Everything about that engine was plainly visible and fascinating. Others were to be found on the deck listening with fascination to Captain Don Moss' description of the Seattle waterfront, history, and shipping. Finally, a number of people discovered the bar behind the engine room and ordered a drink (Coke, no doubt). The captain, a fifth generation Seattlite, has been skippering commercial and tourist boats in the Seattle area for nearly 40 years. He provided interesting tidbits to the passengers throughout the trip.

The ship proceeded north to the Ballard locks. Along the way were the sights of Seattle's waterfront as well as numerous ships waiting at anchor or tied to various piers. Container ships, bulk carriers, and tankers were in evidence. Numerous small craft were also out on Puget Sound cruising, sailing, or fishing. Once we arrived at the locks, we were given priority movement into the larger of the two locks. After tying up, we waited while a number of smaller sail and power boats pulled in to share the lock with us. While these locks are far from being large on an absolute scale, they are likely among the world's busiest. They handle about 1,000 boats a day. The purpose of these locks,

The Great Steamboat Rail Adventure of 1987 (continued)

built in 1917, are to lift boats and ships from sea level to the level of Lake Washington, 18 feet higher. Once in the locks, it was hard to tell who was the "tourist" and who was the "zoo animal" as people lined the edges of the lock and watched us watch them. Another interesting thing about this part of the trip was the wildlife.

As you may recall, this is the area where the sea lions were getting fat catching migrating salmon and steelhead as they tried to negotiate the locks or fish ladder. Well, the U. S. Fish and Wildlife Service has trapped and transplanted the sea lions, so they're back to catching fish the hard way, but the locks were fascinating nonetheless.

I've never seen so many salmon jumping in such a small area. We've all seen pictures of salmon jumping up waterfalls, but these fish were just jumping in the middle of the canal. Maybe they can't see very well under water and have to jump up in the air to see where the fish ladder is. No, you don't believe that, huh? Well, how about they wanted to see all of the funny people riding the old steamboat? No? Oh well, I guess we'll never know. By the way, the commercial fishermen seem to have gotten the word that the fish were in town, because there was a steady stream of various kinds of fishing boats exiting the locks while we were going through.

After exiting the locks into the Lake Washington Ship Canal, we proceeded up the canal to Lake Union, where we slowly cruised around the lake and enjoyed the various boat houses, luxury boats, a city park, and various commercial vessels. At this point Captain Moss decided the better part of valor would require us to reverse course and head back for the locks. It was just as well too, for we had about a 45-minute wait for our turn to go through on the way out. The U. S. Army Corps of Engineers (operators of the Ballard locks) were operating the smaller lock for outbound and larger for inbound boats, so we passed out through the smaller lock with barely enough room to accomodate our boat. After leaving the locks, we turned south toward the Seattle commercial piers.

Soon, the captain became concerned about meeting our 4:00 pm landing schedule and called down to the chief engineer for "more turns." I happened to be standing in the engine room when the telegraph signalled for an increase in speed from "full" to "flank." The engineer decided he had better check to see if there had been an error, so he got on the sound-powered telephone to ask if the captain really meant it. Captain Moss responded that he needed as much speed as the engineer thought wise, considering the age of the engine. So, the steam valve was inched open a little more and the engine responded by twisting the propeller even faster. The captain's long experience was shown by the fact that we pulled into the dock at pier 55 at 3:55. After a pause, the gangway was rigged and passengers started filing off. This part of the exercise reminded me of the ex-

The Great Steamboat Rail Adventure of 1987 (continued)

perience one has when flying. The plane pulls up to the gate, everyone jumps up and grabs their bags, and then everyone waits for ten minutes or so while the crew gets the door open.

The buses quickly moved us over to King Street Station, where everyone was ready to jump on the train. Unfortunately, we found that the train "sitting out there" was the "Empire Builder" and that the "Mount Rainier" would not even be spotted until the "Builder" had left at about 5:00. After loading the passengers, their luggage and the evening meal, we told Amtrak they could leave anytime. They decided to wait until the schedule said they could. Just no imagination!

The trip back to good old Portland was uneventful, with most of the staff and passengers content to sit back and read, stare out the windows at the beautiful fall sunset, or just take a nap.

I want to thank the entire Excursion Task Force who worked tirelessly on the trip preparation and the car hosts for their attention to our guests. Without your help the trip could not have been the considerable success it was. It's too soon to tell exactly how the trip did financially. There were some cost overruns, but I'm confident that it will show a nice profit. (Oops, I'm not supposed to use that word for a non-profit organization.) Those present in the staff car on the return trip agreed that this is an excursion that we'll want to do again--soon! I hope you can join us next time.

PRESIDENT'S CORNER

by Doug Auburg

Election: The most important Chapter activity this month will be our election. Please take the time to read the Voter's Booklet, which will arrive under separate cover. Then take the time to come to the Chapter Membership Meeting on Friday, November 20 and cast your vote. This is your best opportunity each year to effect the direction that your Chapter is taking.

Passing of Roger Peck: It is my unpleasant duty to inform you of the passing of a long time Chapter friend and former member: Roger Peck. Roger had been a long-time supporter of the restoration and operation of the 4449. As many of you know, he donated (or arranged for the donation) of some \$250,000 to the Chapter for the work that was done on the locomotive prior to its trip to the Louisiana World's Fair in 1984. More recently, he had been active on the City's Steam Locomotive Advisory Committee. His loss will be keenly felt by all those who care about the 4449.

I have also learned that he bequeathed his railroad memorabilia to the Chapter. It will be several months before we are able to obtain an inventory of these materials, but I am sure that they will be a great addition to the Chapter's historical document collection.

President's Corner (continued)

Museum Policy: Member's issues of THE TRAINMASTER contain a number of articles related to the Chapter and what we should do about a museum. Please take the time to read these materials. Consider them carefully, and come to the November meeting prepared to voice your opinion on what the Chapter should do about a museum and how we should do it. I, or the new president if I am defeated, will take your direction as a membership policy statement and proceed accordingly.

New Committee Appointments: There have been a couple of committee appointments in the last month. I have nominated David Stimac as Chairman of the Museum Committee, subject to Board approval. I have named Chapter V.P. Bob Hoffman as the Chapter's representative on the City's Steam Locomotive Advisory Committee, replacing me. At the October Board meeting, the Board asked me to name an ad hoc committee to research and make recommendations toward obtaining a permanent facility for the Chapter. I have named Kerrigan Gray as Chair of that committee. If you're interested in serving on either the Museum Committee or the "Chapter Home" Committee, please let me know before the November 13th Board meeting.

Caboose Donation: Chapter member John Corno has donated a 27 foot wooden caboose to the Chapter. There is some argument about the origin of the caboose (whether GN or NP) but regardless of this, it is a historically significant piece and will make a fine addition to the Chapter's collection and its restoration will make a good project for the Rolling Stock Committee.

Help Needed for Trainmaster Assembly: You will note that our ever faithful TRAINMASTER editor, Bryan Leeder, lists those who have helped him assemble our newsletter each month on the cover page. If you've been paying attention to that monthly note, you've noticed that the list has gotten very short and usually the same people. THE TRAINMASTER is very important to the Chapter and is the only method of communication with many of our members. Bryan does most of the work in its production, but he needs help assembling it one evening a month. Please seriously consider volunteering to help him in the future. If enough members volunteer, no one member will have to do the job more often than every two or three months. The time involved is only two or three hours and it's fun. How about it? Please let Bryan know that you're willing to help.

LIBRARY COMMITTEE REPORT--Bob Slover, Chairman

The Library Committee announces that their next meeting will be held on Saturday, November 14 at 10:00 am in the Chapter office at Room 1, Union Station. Please return any overdue library materials at the November board of directors meeting or Chapter business meeting. If this is not convenient, leave a message on the Chapter answering machine at Room 1 or call Bob Slover (692-4782) to set up an appointment. Thank you.

UNION PACIFIC TO SELL OREGON EASTERN BRANCH

(The Oregonian, September 29, 1987; Burns Times-Herald, September 30, 1987)

UP's 157-mile Oregon Eastern Branch between Ontario and Burns could be sold by the end of 1987. Union Pacific announced in late September that it has selected Western Intermountain Industries of Boise for final negotiations to purchase the Burns-Ontario line as well as 320 miles of other UP branch lines in southwestern Idaho and southeastern Oregon. Negotiations are expected to be completed by the end of the year. Western Intermountain Industries is a holding company formed by Western Railroad Builders of Ogden, Utah, and Intermountain Gas Industries Inc. of Boise. Western Railroad Builders is a privately held corporation primarily organized to provide maintenance and construction services.

The Burns-Ontario line runs sixteen miles from the Union Pacific main line at Ontario to Vale, then another 141 miles to Burns, in Harney County. The rise of waters in Harney Lake, which began in 1982, led to portions of the branch going underwater. By late 1985 almost 4.5 miles of the line were underwater, with as much as five feet of water covering the track in some places. This resulted in an embargo of all traffic moving beyond Vale, which continues to the present time. A spokeswoman for the Public Utility Commission said Harney Lake has receded to the point where the water is below most of the branch line, but the track is in poor condition. She was optimistic that the sale would mean restoration of railroad freight service to Burns.

The Oregon Department of Transportation says that the major shipper on the dormant part of the branch is Snow Mountain Pine Company in Hines, near the end of the line at Burns. Union Pacific is giving a rebate to Snow Mountain Pine for part of the cost of reloading at a facility in Meridian, Idaho. The Oregon Eastern Branch is seen as vital to the health of Harney County's wood products industry, insuring economical transportation of finished products.

ALONG THE RIGHT OF WAY--by Bryan Leeder

Nothing Is New Under the Sun Dept. (from "Behind the Sagebrush Curtain" by Leslie Shaw, Lake County Examiner, Lakeview, Ore., November 5, 1987): Americans are inveterate souvenir hunters. When the Central Pacific and Union Pacific railroads were joined with two golden spikes at Promontory, Utah, in 1869, officials knew that the golden spikes could not remain for they'd be stolen by souvenir hunters or other thieves. So the spikes were replaced after the ceremony with regular iron spikes. Nevertheless, over the next few days, souvenir hunters forced the replacement of twelve spikes, six ties, and two pairs of steel rails.

Summary of Minutes - Board of Directors Meeting - October 8, 1987

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

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

- 1) Directed the nominating committee to find a full slate of two candidates for each officer and director position for the coming Chapter election.
- 2) Approved selling only overstock Chapter merchandise at Railfair with the profits to go to the City fund for maintenance of the Brooklyn roundhouse with selling to be on the condition that sales profits from all organizations at Railfair go into a City fund.
- 3) Recommended to the membership that the ad hoc museum committee's proposed policy for the establishment of a museum be adopted.
- 4) Authorized publication in The Trainmaster of the list of museum options proposed by President Doug Auburg with the notation that the list is the President's opinion.
- 5) Approved payment of liability insurance for the car Mt. Hood at a cost of \$2375.
- 6) Instructed the Activities Committee to determine the number of volunteers needed for Chapter activities during Railfair.
- 7) Approved spending up to \$300 for publicity about the Chapter at Railfair.
- 8) Approved the concept of sending car 76 with the O&C display to Eugene, Cottage Grove and Roseburg during December, 1987.
- 9) Approved the purchase of a "dissolve unit" for use during slide programs at Chapter meeting for a cost of up to \$300.
- 10) Approved the use of Chapter's trolley design by the Pacific Northwest Region of NMRA for its 1989 Portland convention excepting that the artwork may not be used on articles of clothing.
- 11) Accepted the donation of a caboose by Chapter member John Corno with the proviso that the car be moved at no cost to the Brooklyn yard.
- 12) Referred to the bylaws committee consideration of the requirement in the Chapter bylaws that there be two candidates for each office.
- 13) Made the material in car 76 the responsibility of the Museum Committee.
- 14) Directed that the President appoint an ad hoc committee to research and make recommendations toward obtaining a permanent facility for the Chapter.
- 15) Directed that the 1988 Chapter banquet be held in January at a downtown (Westside) location.
- 16) Recommended to the membership approval of the 1988 Chapter budget as prepared by Treasurer Kyrian Gray.
- 17) Approved spending up to \$150 to improve security on the Door to Room 1A.

Library Committee: Bob Slover reported that an inventory has been made of the Jack Holst collection and that it will be moved to Room 1A by Oct. 31.

At the suggestion of Al McCready President Doug Auburg stated that he will appoint a museum committee shortly.

Excursion Committee: Kerrigan Gray reported that a first draft of car hose policy and rules is almost ready. The committee will shortly be applying to Amtrak for the planned 1988 excursions.

Respectfully submitted, Chuck Storz, Secretary

Summary of Minutes - Regular Chapter Meeting - October 16, 1987

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

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of 9/30/87: Checking \$110,610.41. Savings \$6,615.29. Total undesignated funds as of 9/30/87 was \$81,756.02.

The nominations committee submitted the following revised list of nominees for 1988 Chapter officers: President: Doug Auburg and Kerrigan Gray; Vice President: Fred Dorsett and Bob Hoffman; Secretary: Chuck Storz and Alan Viewig; Treasurer: Kyrian Gray and Roger Phillips; National Director: Rich Carlson and Linda Hoffman; Chapter Director-at-Large: Bill Carter, Bob Jackson, Larry Miller and Randy Nelson. There were no nominations from the floor.

The membership passed the following motions at the October meeting:

1. Allow Caxton Publishing Co. to use, for a fee, the Chapter membership list to publicize the book "Early Oregon Days" by member Ed Culp.
2. Bylaw change #21 which clarifies the procedure for filling vacancies on the board of directors. Passed on a voice vote.
3. Tabled bylaw change #19 which changes officers terms to two years and reduces director-at-large terms from three to two years. To be voted on at the December meeting.
4. Holding open house on the car Mt. Hood at Union Station on Nov. 6 during Railfair, inviting railroad and city officials and with maximum expenditure of \$800
5. Authorizing Chapter to sell its merchandise at Railfair and requiring that full present replacement value be kept by the Chapter and that the net profits from Railfair sales go into the City roundhouse maintenance fund.
6. Tabled the proposed 1988 Chapter budget after changing after the concessions budget from \$2000 to \$5000. The budget is to be voted on at the Nov. meeting.
7. Authorized preparation of a display on locomotive 4449 providing that the display gives proper credit to the Chapter for its work on the locomotive.
8. Adopted a museum policy statement as follows: "In view of its stated purpose, the Chapter has already established a library and would like to establish a museum in order that its other materials would be available for public viewing and education. Said museum may be founded by the Chapter or, the Chapter is willing to work with other organizations in a cooperative manner to help in establishing such a museum."

VP Bob Hoffman reported on a meeting of Union Station tenants with Bruce Allen of the Portland Development Commission which will take over management of the station on 11/1/87. The PDC plans a general restoration of the station over the next few years. The Chapter's rooms 1 and 1A should be available for continued rental for several years.

Bob Hoffman also reported on a meeting of the City's locomotive advisory committee. Insurance during Railfair and equipment displays for Railfair were discussed.

Respectfully submitted, Chuck Storz, Secretary

CHAPTER MUSEUM POLICY ADOPTED

The following policy was adopted by the membership present at the October Membership meeting:

"The purpose of the PNWC-NRHS is stated in the Chapter bylaws, section 1.04: 'To preserve the historical materials of railway transportation' and to 'manage same in a manner appropriate for a museum.'

In view of its stated purpose, the Chapter has already established a library and would like to establish a museum in order that its other materials would be available for public viewing and education.

Said museum may be founded by the Chapter or, the Chapter is willing to work with other organizations in a cooperative manner to help in establishing such a museum."

PRELIMINARY FEASIBILITY STUDY of:
PROPOSED PORTLAND RAIL MUSEUM AT UNION STATION
Prepared for the Portland Development Commission

Summary of Recommendations:

- I. A broad base of involvement representing major interest groups should be brought into the development process.
 - II. A rail museum should be built around a theme of significant historical interest.
 - III. A building of approximately 40,000 square feet should serve as the centerpiece of the museum for exhibit and exhibit support areas.
 - IV. Available space in the existing Union Station building should be used for offices and introductory displays, while the main museum building is reserved for major displays and necessary support facilities.
 - V. Displays should be rotated frequently to maintain interest in the local market area. Visiting equipment, excursion trains and other special programs should be added as soon as feasible.
 - VI. Clear signage and adequate parking are critical. Special considerations must be for tour buses and access by hand-icapped persons.
 - VII. Of the estimated three million tourists who visit the Portland area each year, approximately 10% are potential customers for a significant historical attraction. An annual visitation of 300,000+ persons can be anticipated after the initial year operation.
 - VIII. After an initial operating subsidy, the museum should be operated on a break-even basis. An operating budget of \$300,000 annually could be supported by admissions, gift sales, food service profits and other factors.
- (continued on next page)

Preliminary Feasibility Study of Proposed Museum (continued)

- IX. The initial construction cost for the main museum building is estimated at \$4.3 million. Land, architecture and engineering, parking and a contingency fund bring the estimated total cost of the project at \$6 million, plus the cost of off-site support services, storage and restoration space.
- X. A Professional marketing and promotion program must be developed and maintained to attract a broad visitor audience to the museum.

(PARTIAL?) LISTING OF CHAPTER MUSEUM OPTIONS:

by Doug Auburg

Note: The following is a listing of five options that the Chapter might follow in working to establish a railroad museum in Portland. Each option includes a listing of "Pros and Cons." These pros and cons are the exclusive creation of the author and have not been edited by the Board of Directors. However after reading these options, by a majority vote at their October meeting, the Board did direct me to include them in this month's TRAINMASTER for your information and consideration.

There are no doubt other options, and variations of these options, which could be substituted for or added to this list. Some of you will be able to come up with other Pros and Cons, or will disagree with the exact wording of this list. However, these options and their associated Pros and Cons are listed here not as the 'ultimate answer' but rather to show a reasonable range of Chapter options and to show that every option has associated advantages and disadvantages. In short, there are no easy answers.

It should also be noted that, due to the sensitive nature of these options, they are being included only in the TM going to members.

OPTION 1. "Wish the Northwest Rail Museum (NRM) group well and stand aside to let them succeed or fail."

PROS:

- (1) The Chapter can concentrate on its own priorities while giving nominal support to the museum project.
- (2) There is less chance of the Chapter being viewed (or portrayed) as a "spoiler," busy ruining NRM's effort to found a museum.
- (3) Higher probability that a museum will happen due to: its modest size and associated lower cost and full PDC support.
- (4) Chapter funds would be retained for our own projects.
- (5) Chapter and museum activities and planning could be more easily coordinated and integrated to achieve mutual goals.

CONS:

- (1) Chapter will have no say in the design and likely little say in the operation of any museum which may result.
- (2) The museum would be small, probably with little room for any Chapter equipment to be displayed.

Listing of Chapter Museum Options (continued)

OPTION 2. "Actively join with the NRM, as members of their proposed Advisory Council, and provide what technical help or advice they may seek, but provide no help with fund raising or donations from Chapter coffers."

PROS:

(1) Chapter will have some say in the design of the museum, while leaving the lead role to others.

(2) There is less chance of the Chapter being viewed (or portrayed) as a "spoiler," busy ruining NRM's effort to found a museum.

(3) Higher probability that a museum will happen due to: its modest size and associated lower cost, the fact that the largest rail interest group in the Northwest is actively supporting a united effort, as well as full PDC support.

(4) Chapter's funds would be retained for our purposes.

(5) Chapter and museum activities and planning could be more easily coordinated and integrated to achieve mutual goals.

CONS:

(1) Chapter would have a limited say, as a "junior partner."

(2) The museum would be small, probably with little room for any Chapter equipment to be displayed.

OPTION 3. "Actively join the NRM, but only if the Chapter is offered some 'more equal relationship' than was offered in the Advisory Council proposal. Be prepared to actively participate in museum fund raising activities, though the use of the Chapter's treasury would take a specific proposal and future approval of the membership. If no agreement can be reached, then the Chapter's choice would revert to the next most popular option."

PROS:

(1) Chapter would have an active role in the museum planning.

(2) Chapter's concerns would be represented in planning and future operations of the museum by whatever mechanism is involved in the final relationship.

(3) A 'united front' would be presented to PDC and the City on any proposals (including any move toward a larger museum.)

(4) Chapter and museum activities and planning could be more easily coordinated and integrated to achieve mutual goals.

CONS:

(1) Chapter staff resources (and potentially financial resources) would have to be committed to museum planning and outside fund raising efforts.

(2) There is a possibility of the Chapter resources being used without equivalent authority being given to the Chapter.

OPTION 4. "Proceed on our own to develop a Chapter (or joint Chapter/OreArp) museum plan and submit it to the PDC with a Chapter museum plan only slightly larger than the NRM proposal--say 2-3 acres maximum."

Listing of Chapter Museum Options (continued)

PROS:

- (1) Chapter could independently develop an 'alternate proposal' with a chance of acceptance.
- (2) Chapter proposal would not be greatly larger than the NRM's one acre site.
- (3) The museum would be more complete and therefore more of a tourist attraction.

CONS:

- (1) The PDC/City could 'play off' NRM's proposal against ours to achieve their own ends.
- (2) A divided front will lessen the chances of any railroad museum, thus providing a better chance for competing nonrail attractions to be chosen instead.
- (3) Chapter resources (both staff and dollars) would have to be committed to the project without significant outside help.
- (4) Chapter may be 'painted' as a spoiler, ruining the chances to achieve a viable railroad museum at Union Station.

OPTION 5. "Proceed on our own as in Option #4, but with the five acre proposal presently under development by an ad hoc Chapter committee."

PROS:

- (1) The museum would be of sufficient size to allow the display of both the City's locomotives and other rail equipment.
- (2) The museum would be more complete and therefore more of a tourist attraction.

CONS:

- (1) The PDC/City could 'play off' NRM's proposal against ours to achieve their own ends.
- (2) There would be less chance of successfully achieving the museum due to the active opposition of the PDC and the need to raise a much greater amount of money to fund the project due to its larger size.

NORTHWEST RAIL MUSEUM'S PROPOSAL

by Mary Lou Weaver

BACKGROUND: The 1986 Pacific Northwest Chapter Museum Committee visited more than 19 potential sites and talked at length with politicians, developers, and other interested parties. Our research showed that for the first time since 1958, many people in the community (not only "railfans") were enthusiastic about a rail museum and that the public purchase of the Union Station property would provide a unique opportunity for an excellent location at no or very low cost.

Northwest Rail Museum's Proposal (continued)

Our main recommendations during 1986 were:

- 1) To consider a museum train of traveling rail exhibits to begin focusing on the museum project.
- 2) To pursue the use of property at no cost.
- 3) To incorporate the museum separately from the Chapter and to seek broad community support by planning a wide range of educational and interpretive programs and activities which would attract the millions of dollars needed.
- 4) To set aside money to show our own support for a museum before asking others for donations or grants.
- 5) To provide a home for the City of Portland's three steam locomotives as well as other equipment relating to railroads that served Portland, and to attempt to locate the museum with Portland.

THE BEGINNINGS: The 1986 Museum Committee realized that excellent opportunities were arising and would be lost if action was not taken. At the same time, neither money nor the promise of setting funds aside was included in the 1987 budget. While the Chapter board and members verbally supported the museum concept, they were not prepared to act. In addition, other non-rail groups were competing for use of the available sites.

The majority of the committee voted to incorporate the Northwest Rail Museum and immediately focus on community support, a proposal for the Portland Development Commission regarding a museum at Union Station, and an identity which would facilitate fundraising. Our goal was to be a management, fundraising, and coordinating organization which would build a facility, establish museum programs, and plan for a financially sound future while local rail groups would continue to preserve and restore equipment, carry on their own fundraising, historical, and social activities. Our hope was that we would all work together to demonstrate the value of such a museum now and in the future.

RESULTS: The Northwest Rail Museum has received the support of the City of Portland in our efforts to provide a home for SP 4449, SP&S 700, and UP 3203. We have received the support and cooperation of the Portland Development Commission in our efforts to build a museum facility at Union Station. We have found a great deal of interest on the part of the community and as far away as New York and Hawaii and we believe in the potential success of this effort.

THE FUTURE: The Northwest Rail Museum was not formed to compete with any other rail organization but to fill a gap in leadership for museum programs, fundraising, and management which we believed could not be done by any one existing rail group alone. Our proposal to the Chapter is for a cooperative relationship with the Northwest Rail Museum continuing to take the lead in establishing and building the museum while the Pacific Northwest Chapter continues its activities such as restoring equipment, participating in historical events, and cataloging and maintaining a research library. This relationship would be further defined by the Boards of both groups and by written agreements when needed. (continued on next page)

Northwest Rail Museum's Proposal (continued)

The Union Station site is ideal in many ways. Although space is somewhat limited, the opportunity to be in a central, well-traveled area and to be the only such museum in an active Amtrak station offer a great advantage. We are currently looking at a variety of alternatives to deal with the questions of space and future expansion.

The Northwest Rail Museum was organized for one purpose: To establish a rail museum to preserve and interpret the history of rail transportation in the Pacific Northwest. We have already spent hundreds of hours and several thousand dollars toward this end in less than a year's time. We are committed to this project, excited about the possibilities, and optimistic that local rail groups, railroads, government and business interests, and the community will all pull together to see this museum built at last. We sincerely hope that the Chapter will be a part of this effort.

RAILROAD MUSEUM PROPOSAL BY A CHAPTER-OREARP COMMITTEE

by Terry Parker

There are several basic ideas that need to be addressed if a railroad transportation museum is to be built on a portion of the Union Station properties, or elsewhere in the Portland area. They include but are not limited to:

- 1) Group involvement.
- 2) Size and growth potential.
- 3) Historical preservation of depot structures.
- 4) Other locations (possibly more favorable).

1) GROUP INVOLVEMENT. The Pacific Northwest Chapter, the Oregon Association of Railway Passengers (OreARP), and other strong rail-oriented groups should play a significant role in the development of a rail transportation museum. The Chapter should not simply sit back and watch our investments in historical rolling stock, museum management materials, and Chapter-paid studies be used by others. The Chapter has a real opportunity to play a lead role in the development of a museum. Some toes may be stepped on in the process, but this should not deter the Chapter from a full equal partnership.

The Chapter and OreARP have had some talks, are willing to cooperate, and are off to a good start with some ideas about the requirements of a rail transportation museum. One avenue to future cooperation of all groups might be to divide the territories of involvement. Example: The Chapter could be the recipient of, and concentrate its resources on, restoration of all except electrically-powered and city-owned rolling stock. Northwest Rail Museum could then focus their energies and resources on land acquisition, structures, museum management, and non-rolling stock displays. The Oregon Electric Railway Historical Society could be the recipient of and in charge of restoration of all electrically-powered rolling stock. Operating model railroad displays would be provided by the various toy train and model railroad groups with OreARP's involvement in historical preservation of the depot and coordination with Amtrak. All groups would sit on a museum operation steering committee with a rotating chair. In addition all groups should be allowed to sell concessions.

Chapter-OreARP Committee Railroad Museum Proposal (continued)

2) SIZE AND GROWTH POTENTIAL. The size of the museum should be greater than one acre. Unfortunately, a high rise railroad museum is not feasible. The talks between representatives of the Chapter and OreARP have suggested using the wedge-shaped property border by NW 9th Avenue to the west, Track 1 to the east, and the Broadway Bridge-Lovejoy Street viaduct to the south. This would allow ample space to display some equipment in addition to the city's three steam locomotives. A one acre site can do little more than accomodate the locomotives and some historical artifacts. This by itself would not create a public attractor much beyond the rail-oriented community.

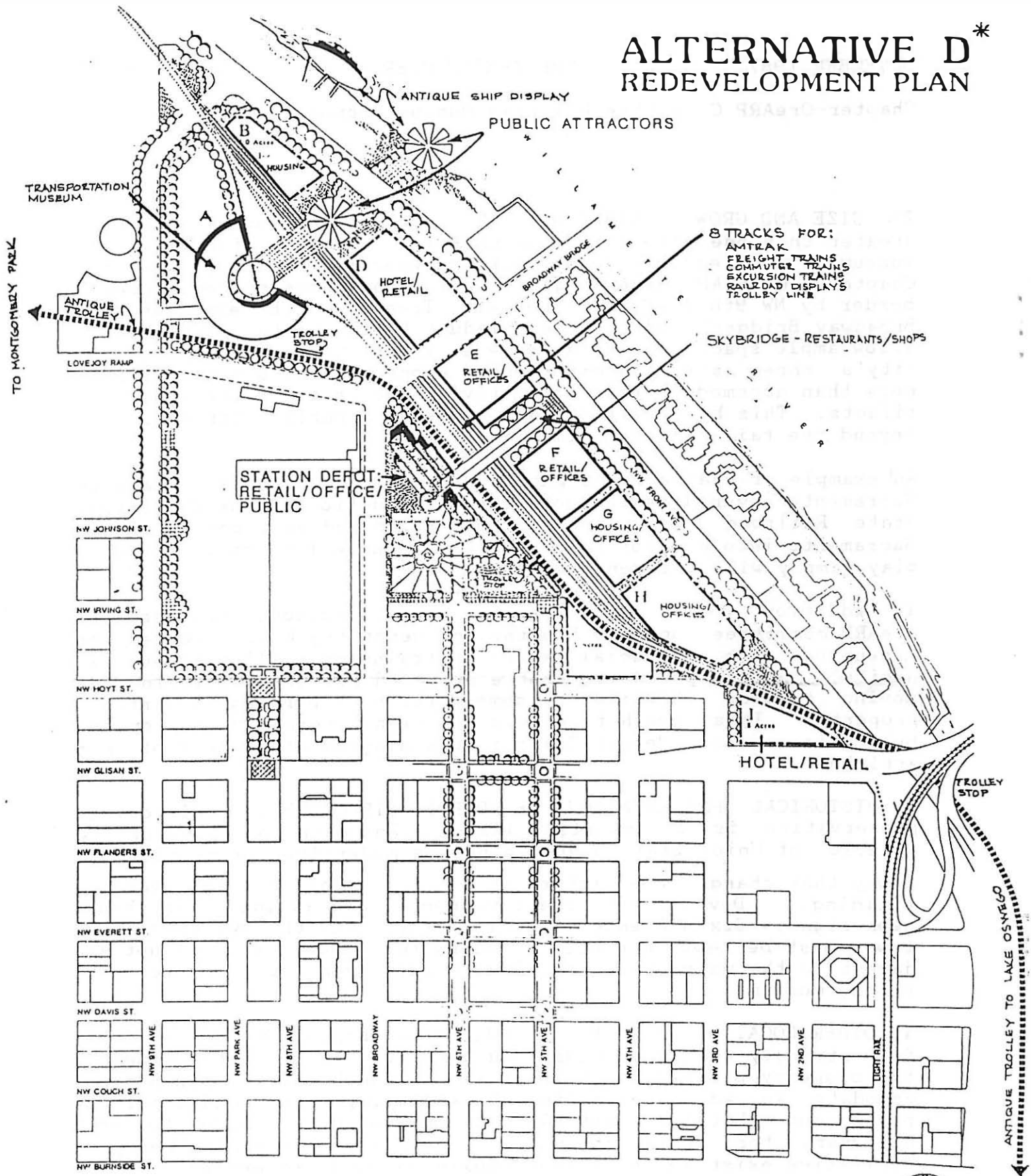
An example of what a large public attraction can do took place in Sacramento several years ago. The construction of the California State Railroad Museum spurred renovation and development of Old Sacramento into a major tourist area. Three locomotives on display simply will not generate development.

In addition to an adequate size for the museum, the Chapter-OreARP committee suggests one through depot track be reserved for museum use such as special excursion trains or rolling museum exhibits. Growth potential of the proposed property could include moving towards the river or some portion of Burlington Northern property. This somewhat follows the plan Alternative D proposed by Citizens for Better Transit (see diagram at the end of this article).

3) HISTORICAL PRESERVATION OF DEPOT STRUCTURES. Historical preservation is an important issue. The main concourse or the exterior of Union Station should not be modernized or modified in a way that changes the historical character of the 90-year-old building. Development area components such as the train sheds, neon signs, Sixth Avenue sidewalk lamps, and the switch control tower must be kept in place. The switch tower, even if not adjacent to the main museum complex, could eventually become part of the museum.

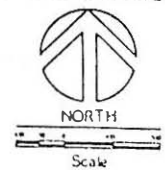
4) OTHER LOCATIONS FOR THE MUSEUM. The Chapter-OreARP committee felt strongly that dead ends should be avoided. If the size of the property offered at Union Station is such that it can not accomodate an adequate rolling stock display, the hand should be played out, but the eventual decision should be made to look elsewhere for a larger parcel of land. Several other possibilities exist which include publicly-owned properties. There is even acceptance with some government officials for a rail transportation museum use for such lands.

ALTERNATIVE D REDEVELOPMENT PLAN *



Public/Private Use

* PROPOSED MODIFICATIONS TO ALT. "B"
BY CITIZENS FOR BETTER TRANSIT



PRESIDENT - DOUG AUBURG



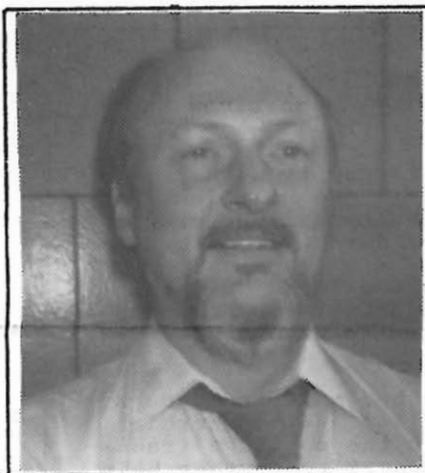
Last year in this space all I provided was promises. Now you have a year's experience with my efforts as Chapter President and it's time for YOU to decide how I've performed. If you find that I've done a good job and am guiding the Chapter in a constructive direction, then I ask that you vote for me again. If not, then you should consider my opposition. Last year I said:

1. "Let's quit basing our budgets on projected earnings" First, the Chapter has amassed a comfortable bank account during the last year. Second, you will have the opportunity to vote on a By-Law change in November that makes that promise the policy of the Chapter.
2. "Let's start prioritizing our annual budget." That promise is not yet accomplished, due to other more pressing matters that have come up in the last 12 months. However, it is still worth working toward.
3. "Let's start an Emergency Fund against a rainy day." This promise is also accomplished by presenting it you for vote at the November meeting.
4. "Strengthen the Committee system." Much progress has been made. The Library Committee has new shelves, is busy cataloging our collection, has acquired the Jack Holst Collection. Rolling Stock has developed a long-range plan for restoring our collection. Publications has reactivated the long

dormant "SP&S Motive Power Book". Excursions has coordinated two successful excursions and has refined its policies and procedures so that there will be more successful excursions in the future. Dates have already been requested for our 1988 excursions, months in advance, for the first time in recent history.

Last year I also promised that I would do what I could to overcome the divisiveness in the Chapter and that I would work with all members to accomplish our common ends. I believe I have delivered on that promise. I have offered the olive branch to all who were interested, while guarding the interests of the Chapter. I have sought participation from all who wished to participate and progress has been made. Our problems aren't over but I feel we're on the right track. I ask your continued support for 1988. Thank you.

PRESIDENT - KERRIGAN GRAY



As a Director-at-large during the past two years I have helped bring many exciting changes to PNWC. We have opened up the Excursion process to the membership; the Bend Rail Adventure had over 35 members actively plan and run this most successful trip.

We have become very visible and active in the railroading scene around Portland. I am proud to feel my efforts in planning and organization for our PNWC have contributed strongly to our leadership role. My campaign goals as a Director continue to be met: More members active in Chapter business and activities; Development of long-range budgets and planning; and Movement toward a railroad museum in Portland.

I continue to believe that with strong leadership, which we Officers must continue to give, PNWC-NRHS will be viewed as a strong leader and resource in the current and future rail community in Portland.

AS YOUR PRESIDENT, with your continued input and support, I PLEDGE to keep our Chapter heading in a positive direction, making progress toward our common goals. I will continue to ensure our 'Rail Adventures' are top-notch, professional, fund-raising trips, that we continue to push for a railroad museum in Portland, that ALL members are encouraged to participate in our planning and activities, and that we continue to work toward having a PERMANENT HOME - at Union Station or elsewhere!

BOARD OF DIRECTORS AT LARGE - BOB JACKSON



ROBERT JACKSON - Candidate for Director at Large

I would like to become a chapter director to help further its stated goals, preservation, education, publication and encouragement of rail transportation. I have special interest in the preservation of historic rolling stock and want to work for the chapter for a well rounded and balanced collection. I also would like to see current equipment that is on our roster restored and made available for display. As a business person, I know the value of planning and budgeting and will work for a more thorough

approach to all undertakings of the chapter. As the current rolling stock chairman, I have begun long range planning and budgeting for that committee and would work for similar goals in all of PNWC's endeavors. I also want to encourage increased involvement by chapter members in all aspects of chapter activities.

TREASURER - ROGER PHILLIPS

	<p>NO STATEMENT OR PHOTO RECEIVED FROM CANDIDATE.</p>

TREASURER - KYRIAN GRAY



As your Treasurer, I have brought accountability and auditability to our Chapter finances. Every member now has open access to our financial records.

I have implemented an accounting system to comply with the accounting practices required of non-profit organizations which want to qualify for grant money. Grant money will be crucial to achieving our long term goals, such as our railroad museum.

I have started introducing Commonly Accepted Sound Business Principles into our Chapter operations, notably our Finances and Excursions. These Business Principles help ensure a well-run organization.

With these types of changes, our Chapter has made tremendous progress in the areas of financial stability and membership involvement. Let's continue to grow with the positive tracks we have laid. I need your continuing support to further help us reach our objectives.

Background: Over 17 years of business data processing experience. Two professional accreditations; one in business systems (CSP), the other in data processing (CDP). Employed at PGE since 1978, responsibilities have included Senior Internal Auditor for financial systems, Budget Coordinator, and Senior Business Systems Analyst.

I appreciate your vote !

KYRIAN Y GRAY, CDP,CSP - TREASURER

Kyrian

BOARD OF DIRECTORS AT LARGE -
LARRY MILLER



LARRY MILLER - Candidate for Board Member

I have been a Chapter member since 1976 and have been very active in Chapter projects ever since. I have also previously served on the Chapter's Board of Directors and Treasurer from 1982 thru 1984. I feel that I can again be of service to the Chapter as a Board member because I am a member in good standing of the Chapter

and the two other groups that were associated with the Chapter . the Museum group, and the 4449 crew.

Larry Miller

NATIONAL DIRECTOR - RICH CARLSON



Rich Carlson for Chapter National Director

As I complete my first term as your National Director, I perceive new vigor and activity at the national level of the society.

As the representative from the third largest chapter of some 150 in the society, I will seek to convey our expertise, dedication and enthusiasm. At the same time, I will continue to learn what is being accomplished by other chapters across the nation. I will bring that information to you so that we may receive fullest benefit from our memberships.

As a historical society we need to better record railway history and to present this knowledge to the public by interpretation and publication. We also should seek to achieve better maintenance and management of our archival materials and artifacts in addition to our equipment preservation and museum development activities.

My accumulated time as a member and officer will serve to make this chapter more effective and influential both locally and nationally. I ask you to re-elect me to a second term as your National Director.

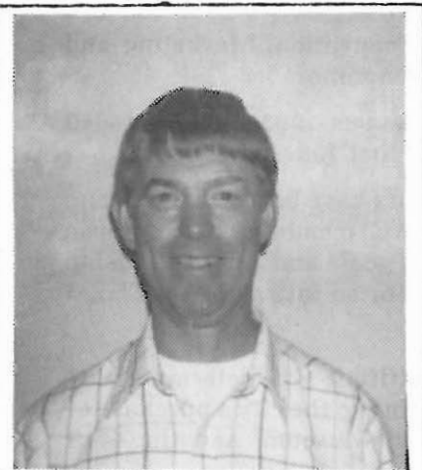
NATIONAL DIRECTOR - LINDA HOFFMAN



Linda M. Hoffman

I have been a member of NRHS for several years beginning with the Snake River chapter in Boise. I would be honored to serve as your National Director.

BOARD OF DIRECTORS AT LARGE -
WM. 'BILL' CARTER



As a Director I would work for the following:

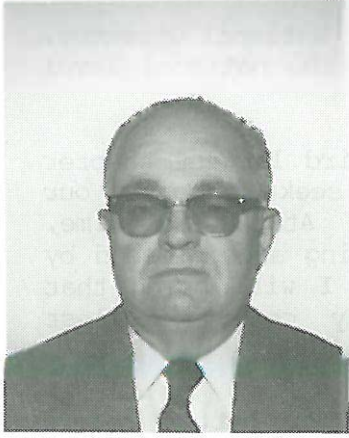
- o Continue to keep our financial house in order - maintain current accountability and auditability, prioritize our annual budget, don't spend money not earned yet.
- o Improve open communications between Board, Officers, and membership.
- o Strengthen the Committee system.
- o Continue a viable excursion program.
- o Back a membership decision for museum support.

I am known as a hard worker and objective thinker. I have used my computer skills to maintain the Chapters mailing list, run labels, process ticket orders, maintain the membership list, and run special reports. I have worked three excursions in 1986-7 as order processor, car host, and/or food service helper.

I believe we must all work as a team to meet our future goals.

Bill Carter

VICE PRESIDENT - GEO. (BOB) HOFFMAN



Once again election time is upon us in the Chapter. We, as Chapter members, should look at the progress and growth made this past year and vote for those candidates best qualified to continue this progress. As your vice-president I was happy to help move the chapter forward in 2 very successful excursions, fiscal management, active working support of rolling stock committee, improved cooperation of committees and Exec Board, etc. With your vote of confidence, I will continue to work for the above improvements and will strive to support the Chapter's newly adopted museum policy, continue to serve on the Locomotive Advisory Committee and be the contact person to N.A.M., support the Chapter By-Laws, policies, Officers and Exec. Board. Let's all pitch in to make next year an even better year for the PNWC-NRHS. Thank you for your support. Bob Hoffman

VICE PRESIDENT - FRED DORSETT

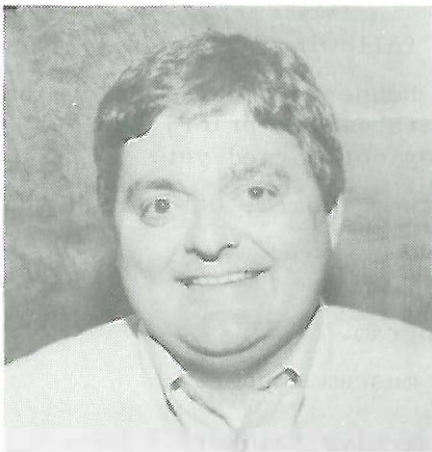


Fred Dorsett

Member since 1981. Membership chair 1987

Board member 1985 and 1986.

BOARD OF DIRECTORS AT LARGE - RANDY NELSON



QUALIFICATIONS: B.S. in Business Administration, Marketing and Transportation major; Speech Communication minor.

CHAPTER INVOLVEMENT: Director at Large 1984-1985; Co-edited 4449 Album; edited 5 excursion trip guides; Car Host 1981-present.

CANDIDATE STATEMENT: The last 3-4 years have been a difficult and confusing time for Pacific N.W. Chapter (PNWC) members. We have been spinning our wheels due to a lack of defined goals and our relationship with some rail enthusiast groups has deteriorated into an US vs THEM mentality instead of one of cooperation.

Good communication and a cooperative attitude will determine how much PNWC is involved in the projects relating to the city's purchase of Union Station, establishment of a Railroad Museum, and the 4449 Advisory Committee.

I feel PNWC has begun to move in a more positive direction under President Doug Auburg's leadership but he can't do it alone. If elected, I will support this direction and will work to improve our relationship with the city and other rail groups, and further develop PNWC's strengths.

If you support a positive approach to Chapter leadership, then I would appreciate your support and your vote.



CHUCK STORZ - Candidate for Chapter Secretary

1987 has been a very good year for the Pacific Northwest Chapter. The Chapter's finances have recovered thanks to very successful excursions during the year. If elected I pledge to work for: 1) A realistic, attainable approach to establishing a railroad museum; 2) Additions to the Chapter's collection of books, photos and drawings; 3) Expanded activity in the area of publications.

I urge all Chapter members to attend board meetings so that they can effectively evaluate those current officers who are running for re-election.

I am happy to answer any and all questions from Chapter members about how I do my job as Secretary and about Chapter record keeping generally.

SECRETARY - ALAN VIEWIG



ALAN VIEWIG is once again asking that you vote for him and elect him as your next Secretary. For a few years he served on the Board of Directors and he is probably better known as being the past editor of THE TRAIN-MASTER for three years. From his timely production of 36 issues of the newsletter it should be pretty clear that he will be able to produce the minutes. One goal he has will be to go back to the old system of pretty much keeping the members informed on everything that the Board is up to. The Board certainly has a lot of power and you should be certain that the people who are on the Board are there to serve you. It will not do you much good if you find out too late that the elected reps are voting for their own interests. As Secretary, **ALAN VIEWIG** will keep you both informed and happy.

ALAN VIEWIG has a great interest in historical preservation and research so you know his main goal will be to share the contents of Room One with the members. His long term project has been to catalog the bridges in America, both railroad and highway bridges. He welcomes your support both for his bridge research and for his election campaign.

This will be an exciting year for all of the NRHS members since it looks like it will be the time to really determine how much energy we want to put into rebuilding the rolling stock that we already have. **VIEWIG** is comfortable with the idea that some other group will run a museum and that some other group will have the burden of providing for 4449. Locomotive 4449 took a lot of our energies so a few select people could have the joy of operating it. Now that others will have to supply the funding for 4449, we should be able to concentrate on other aspects of historical preservation.

We have to remember that we are forced to run the Chapter as though it is a business and we have to think of the members as the shareholders. One candidate, **VIEWIG**, will strive to conduct the affairs of this Chapter as a business, so cast your vote for him this time. **VIEWIG** can do it. You will not regret your vote.

1987VOTERS' GUIDE

PLEASE READ YOUR BY-LAWS AS PERTAINS TO ELECTIONS IN THE 1986 MEMBERSHIP DIRECTORY. ONLY THOSE WITH PAID-UP FULL CHAPTER MEMBERSHIP AS OF OCTOBER 31, 1987, WILL BE ALLOWED TO CAST BALLOTS. IF YOU FEEL THERE IS A CHANCE YOU WILL BE UNABLE TO ATTEND, YOU MAY USE THE FORM FOUND ELSEWHERE IN THIS GUIDE TO WRITE AND ASK FOR AN ABSENTEE BALLOT. BRING THAT BALLOT WITH YOU IF YOU TURN OUT FOR THE MEETING AFTER ALL. IT WOULD BE THE ONLY BALLOT ALLOWED FOR YOUR USE. ALL BALLOTS MUST BE RECIEVED BY THE ELECTIONS COMMITTEE BY 8 P.M., FRIDAY, NOVEMBER 20, 1987. BALLOTS WILL BE COUNTED AT THAT TIME AND THE RESULTS MADE KNOWN BEFORE THE CONCLUSION OF THE BUSINESS MEETING THAT EVENING. WE URGE YOU TO EXERCISE YOUR RIGHT TO VOTE, AS THE BUSINESS CONDUCTED BY THESE ELECTED OFFICERS EFFECTS ALL MEMBERS INTERESTS.

CANDIDATES ALERT - YOU WILL NOT BE ALLOWED TO CAMPAIGN IN THE VICINITY OF THE MEETING ON ELECTION NITE. THANKS FOR YOUR COOPERATION!

ABSENTEE BALLOT REQUEST FORM

I, _____, DO HEREBY STATE THAT
(PLEASE PRINT NAME)

BEING A PAID-UP CHAPTER MEMBER OF THE PACIFIC NORTHWEST CHAPTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY, AND WISHING TO CAST A BALLOT IN THE 1987 ELECTIONS, I REQUEST AN ABSENTEE BALLOT BECAUSE OF WORK SCHEDULE, VACATION PLANS, OR CONFILICTING MEETINGS. I UNDERSTAND THAT I AM RESPONSIBLE FOR RETURNING THE BALLOT TO THE ELECTON COMMITTEE ACCORDING TO THE RULES STATED ACCOMPANYING THAT BALLOT.

SIGNATURE

MEMBERSHIP #