

Report From the Board of Directors

This column reports on issues that have been covered at the previous board of directors meetings and that are of interest to the membership, but that would not otherwise have been included in "The Train Sheet."

Kent Stephens, the secretary of the board, creates this report.

The February 10, 1991 Board of Director's meeting was held at the home of Bruce and Sue Cooper. The Board appreciated Bruce and Sue's hospitality and warm home.

President Norm Holmes called the meeting to order at 11:40 AM and adjourned it at 3:20 PM. All board members were present; and visitors in attendance were Ed Warren, Bill Evans, Mardi Vincent and Sue Cooper.

Hank Stiles of the publicity committee talked about the TRAINS MAGAZINE advertisement. Wayne Monger had written the blurb that will run in LOCOMOTIVE AND RAILWAY PRESERVATION. Hank is working on the cheapest and best way to reach the potential non-railfan visitor.

In giving the gift shop report, Norm Holmes said he had ordered additional postcards and a dozen cases of cups to restock the gift shop. We have four new black and white postcards that pertain to the rental locomotives. Units shown are 512, 608, 707 and 921D. These cards are given out with rentals and are also for sale in the gift shop.

Bill Evans reported on the restoration needs and estimates for 5 locomotives: 608 exterior - 100 hours, \$700 materials. No. 51 interior 30 hours, exterior 200 hours, \$1000 materials for both. No. 6946 top of nose and number board area 150 hours, \$650 materials. No. 805A interior 50 hours, exterior 180 hours, exterior prep and body work 150 hours, material \$1800-\$2000. No. 2001 cab interior 40 hours, exterior body work 100 hours, exterior painting 220 hours, material \$1800-\$2000. Bill also recommended that the interior of 805A and 2001 should be steam cleaned prior to exterior body prep and painting.

Wayne Monger reported on the many details of the steam excursion that he and Norm had worked out.

Chief Mechanical Officer Mardi Vincent discussed work reports. The decision was to fill out a work form each time mechanical work is done on a locomotive or piece of equipment.

In the General Manager's report, Norm reported that 25 tons of Baldwin diesel parts from Burns had arrived at the museum and were stored in 2 boxcars. An FRA inspector visited the museum to inspect all equipment over 45 years of age used in passenger service. He inspected Nos. 80, 501, 506, 608, business car 105 and Pullman car 37-7. 506 is a parts source only.

Norm reported further on the transportation problem with the O&NW Baldwins. Hank reported that a member from Idaho has volunteered his help with their air brakes. Wayne reported on the trip to Burns, and gave details on the acquisition of the 25 tons of parts.

Norm brought up the ticket raffle regarding the Transisco Tours (which has since ceased operation), and the 2 tickets that Chris Skow has offered on his private car excursions. Next a two-sided card brochure for the museum was discussed for us to hand out at Railfair. Next it was noted that the California State Railroad Museum sponsored the Spring '91 RAILROAD PRESERVATION SYMPOSIUM at Sacramento in February. It was decided that FRRS should be represented. Wayne Monger was appointed

to represent the FRRS at the symposium.

Norm received a phone call from a dealer wanting to buy the Baldwin parts we acquired at Burns. After much discussion, it was voted NOT to sell Baldwin parts except on a piece-by-piece basis with the ability to sell on a case-by-case basis.

The Sacramento dispatcher's board acquisition was discussed.

Next was a discussion of display cases with a list of displays. Next was a new fence to replace the tacky fence between the parking lot and the tracks. It was agreed on a low western type fence extending about a hundred yards on each side of the sidewalk. Arrangements on this are being looked into.

Board meeting of March 10, 1991 was also held at the home of Bruce and Sue Cooper. The Board again appreciated Bruce and Sue's hospitality and warm home. The meeting was convened at 11:40 AM and adjourned at 4:00 PM.

After the usual opening formalities, Mardi Vincent was given official notification for her to be acting in authority as CMO of the museum on contacts with businesses for ordering, etc.

Wayne Monger reported on the progress of the plans for the steam excursion. He also reported in detail on the RAILROAD PRESERVATION SYMPOSIUM in Sacramento that he attended.

A letter from our insurance company was discussed which precipitated a temporary insurance crisis with no coverage for the UP steam train or our locomotive rental program. The crisis was resolved 3 days later by changing insurance agencies.

There was a further report on moving the O&NW Baldwins. We have looked into moving them on heavy duty flat cars. We have talked to Morrison-Knudsen Company in Boise, Idaho about the proposal.

The Board determined the priorities for restoration. 6946 is first, 608 is second, and 2001 is third. Kent Stephens brought up for discussion the fact that he had talked to a shop layout designer who is a professional in the field who would be willing to help us lay out our shop.

Norm brought up the need to institute a purchase limit. If over the limit, the purchaser would have to check with Gordon or Norm to get the OK first to buy the item. Gordon Wollesen said that it has been a problem from time-to-time of receiving a billing from a supplier with no indication of what was purchased or who purchased it. The Board passed this proposal with the limit of \$100.

Ed Warren brought up a proposal to limit historical articles that are published in the Train Sheet to one page. Wayne Monger pointed out that this came out of his extensive historical article on the O&NW Baldwins and why they are important to the museum. After further discussion on the pros and cons of long historical articles in the Train Sheet, and because it had started to snow, the board thought it was best to table the matter until the next meeting.

Talk to Us

The museum operates trains EVERY weekend between Memorial Day and Labor Day. Please give some thought as to when you will be able to work this year. Last year, we were usually short crew members on Saturdays with more crew members than we could give train positions to on Sundays.

Enclosed with this Train Sheet is a post card with a list of every operating date this year. Please check off the dates that you definitely will be here to work on the operating crew and mail it back to us.

If the post card is missing, you may just make a list of operating days that you will definitely be in Portola to work, and mail it to the museum (P. O. Box 608, Portola CA 96122) in care of Gordon Wollesen.