



...from the Board of Directors.

By Kent Stephens
Secretary of the Board

The Board meeting of May 15, 1991 was called to order at 9 AM in the Operating Department room.

Regarding publicity, Hank Stiles and other board members commented about the great publicity that the FRRS had received thanks to Railfair '91. The board agreed to the running of our radio commercial for a one month trial on KROW radio in Reno. The board also agreed to running a blurb in the Sacramento Bee Wednesday Museum listing (which is free), and to continue listing museum events in the AAA Motorland events column (which is also free).

Regarding grants, Kent Stephens reported that an application letter is ready to be sent to a foundation for a partial reimbursement of the construction cost of the new entrance road.

Regarding restoration work, the board discussed the problem of having members make alterations to museum equipment without advance discussion with museum officers or board members. The board agreed by motion that any changes to facilities or equipment must be approved before being done. Gordon Wollesen is Facilities Manager, and Mardi Vincent is Chief Mechanical Officer.

The board discussed a steam locomotive acquisition plan. This is a revised plan that also calls for FRRS to have logging railroad steam power. This plan was discussed, but not voted upon pending some more revisions.

Norm Holmes brought up for discussion the need to attend the TRAIN (Tourist Railway Association, Inc., of which we are a member) '91 Fall Meeting in Duluth, MN as it is the meeting prior to the Spring '92 meeting that we are co-sponsoring. He said we also need to think about what we will be doing for the meeting, and he recommended that we contact UP regarding a shuttle train from Reno-to-Portola and back for one day for TRAIN members to come to Portola. The board agreed.

Upon Gary Cousin's recommendation, the board appointed Eric Rich of Fernley, Nevada to be our Chief Radio Technician.

The Board meeting of June 9, 1991 was called to order at 9 AM in the Operating Department room.

Hank Stiles played a tape of our radio commercial that had been on KROW radio, and announced he had negotiated a new agreement with them.

Regarding restoration, Bill Evans reported on work that had been completed, and he also expressed concern about the low participation of the membership on restoration work. He suggested ideas including having free steak BBQ on certain weekends. There was a comment made that other organizations have the same problem.

Two proposals from Mardi Vincent, the Chief Mechanical Officer, were presented. The first was that a bulletin be published that would require each engineer to be sure that each locomotive that they operate is inspected for engine oil level, water level, and that EMD locomotives are flashcocked

before initial startup each day. Also any defects or mechanical problems should be reported to the CMO or any board member. Discussion then ensued including discussion of whether there is a need to flashcock EMD locomotives daily when EMD mechanical procedure is to do it only after a unit has been shut down for more than 48 hours. The board passed a motion that they publish a bulletin to the effect that there is an initial inspection and report filled out on same on a daily basis. The second proposal was to have a form that people sign saying they have read, understood and agreed to abide by the FRRS Mechanical Department's safety rulebook.

A letter was read from the Union Pacific informing us that the UP will donate baggage car UP 904221 to the FRRS for the purpose of housing the Sacramento Dispatcher's equipment.

The board extensively discussed the 10th anniversary of the FRRS. Norm said we had a choice of range of dates of 1993-1995 depending on which beginning point we select. Historical dates: Feb. 7, 1983, FRRS formed. Aug. 26, 1983, 921D donated. Sep. 13, 1983, FRRS incorporated. Dec. 1983, UP agrees to lease. May 1984, UP signs lease. May 26, 1984, first work. May 1984 on, equipment starts arriving. Aug. 26, 1984, UP 6946 donated. Aug. 27, 1984, first motor-car race. May 26, 1985, grand opening. Norm suggested doing our 10th anniversary during 1994. This year is also a WP anniversary. Bill Evans suggested that the theme for the event should be a covered wagon tribute.

The board passed a motion that all M of W vehicles and machines will be painted WP MW yellow except WP crane #90 (orange), and WP #37 (black).

The board passed a motion that we acquire DODX flat car 39480. The car is a 54 foot, 200,000 pound capacity, 6-axle, roller bearing flat car (designed for carrying Army tanks). We will obtain this at a very minimal cost, and the car would be used for moving heavy pieces of equipment to the museum.

An offer of restoration of the wood PFE refrigerator car was discussed. The car is owned by John Ryczkowski and he is willing to donate it to the museum.

Bill Evans suggested that the museum obtain a hot water heater so people can take hot showers after working. The board members also noted the need for hot water in the snack bar and the wash rooms. Hank Stiles has a surplus sink he will donate.

Kent Stephens brought up plans to work on the fence that lines the south side of the lead track. He also suggested that we need a railing around the loading dock.

Mardi Vincent has suggested that we need an Ambu-Bag for possible medical emergencies, and also an oxygen tank. John Ryczkowski can take care of obtaining these emergency medical supplies.

On Another Note — FRRS Vice President Bruce Cooper has logged over 2,000 rail miles without ever leaving Portola and without ever setting foot in a passenger car. As the director of our locomotive rental program, Bruce has put on enough miles going around our balloon track with locomotive "renters" to add up to over 2,000 miles.