



...from the Board of Directors

By Kent Stephens
Secretary of the Board

Board of Directors Meeting December 8, 1991

The Board of Directors viewed historical raw video tape footage of the WP, prior to the meeting, presented by FRRS member Don Olson. The Board discussed participating in the production of a WP historical video with him. The same raw video tape footage that the Board of Directors viewed will be shown at Winterrail. The board expressed interest in it, and voted to appoint a committee of 3 to work on it.

In the publicity committee report by Hank Stiles, it was noted that our Trains Magazine advertisement was not in the January issue. Hank will check on it as it was supposed to be in 12 months from last April. Kent Stephens mentioned that we were to put an ad in R&LP, but that it never got in. The decision was made to start working on it so as to be in by 4/92.

A lengthy discussion followed next with the suggestion that we should have an outside consultant visit the museum for evaluation. Wayne Monger asked, "Are we a collection or a museum? We have done well on collection but not on interpretation." Wayne gave an example of a family of 5 coming in, looking at a piece of equipment and asking why it is significant. David Dewey said we could ask for a Pre-MAP-1 visit from a museum professional with Northern California Association of Museums, which is based at CSU Chico Museum of Anthropology. The cost would be free. The board voted to do it.

In the restoration report, Bill Evans stated that he would like to continue the monthly work weekends on the 1992 Calendar.

A report was given on the meeting at Salt Lake City regarding the upcoming steam excursions.

John Ryczkowski, the publisher of The Headlight, appeared before the board to give an update on the publication of The Headlight. He brought up the idea of selling belt buckles and T-Shirts to finance an upgrade of equipment used in the production of The Headlight. John (Ski) pointed out that he is operating as an independent contractor for the FRRS doing the magazine, covering issue production costs, except for printing. Ski was complemented on the excellence of The Headlight. Wayne Monger raised the issue that The Headlight is strictly Western Pacific in relation to the museum's mission being broader and including the railroads of Northern California, and the evolution of the diesel locomotive. Wayne brought up that there needs to be a place in the museum's two periodicals for articles that are not strictly WP but that fit into the museum's mission.

In the general manager's report, Norm stated that we have picked up a surplus small trailer for hauling batteries, and also that we traded the lowboy.

Progress on the O&NW Baldwins' move was discussed.

David Dewey gave a proposal for a new movable wall entrance to the museum. It would prevent visitors from being struck by an "industrial environment." The size and design were discussed as well as the need for Ken Roller to make a new painting on one of the display panels. The board voted to have David come up with a definite plan with costs and report back to the board.

Kent Stephens brought up that copyright protection is needed for The Headlight. Kent reported that the statement in The Headlight about the use of material isn't sufficient. He

then reported on the copyright filing procedure. There was a general feeling, but not unanimous, that the copyright protection isn't needed. The use of information with credit to FRRS would be publicity. Kent Stephens stated that the copyright protection IS needed in case we ever have a problem with infringement. The consensus was NOT to do it.

Next was a discussion of making a trademark of our logo. Ski, the designer, agreed to convey title of the logo to the FRRS. The board voted to trademark the FRRS logo.

The board defeated a proposal to acquire more MRS-1 locomotives.

Norm Holmes is looking into acquiring a manual pertaining to hiring independent contractors to help us if we contract to have WP 2001 finished.

Kent Stephens proposed having a preservation column in the Train Sheet. This was approved.

Board of Directors Meeting January 12, 1992

Brian Challenger suggested stocking hard hats, ear plugs, and gloves in the Gift Shop for the convenience of the members.

Kent Stephens said we had been turned down for a grant for the second time by the First Interstate Bank Foundation. He will check to see why. He said that we should concentrate on restoration grants as opposed to site grants since we don't own the site.

Kent suggested that we join NORCAM since they are doing the Pre-MAP-1 visit free and we would be "networking" with other museums. The board agreed.

Norm reported that we are now a member of the Plumas Chamber of Commerce because we had joined the Eastern Plumas Chamber of Commerce.

The Chief Mechanical Officer, Mardi Vincent, asked the board for direction for the Mechanical Department for the year. The Board said it should continue on its present direction. Mardi reported that Dan Ogle has a source for hour meters which will be forthcoming.

Hank Stiles discussed framing work on the operating department office.

Brian Challenger reported that we need a metal rack to store metal stock on hand to protect it from the elements. Present storage is outside. It was agreed a good location was inside the enginehouse wall next to track 2.

Bruce Cooper reported that because of sanitation requirements, the Beanery needs a triple stainless sink and a water heater. He will look into costs and report back.

Gordon Wollesen reported that he had discussed with the power company the cheapest ways to provide heat. This is in regards to the operating department office and the restrooms.

Lynne and Jon Hammon, from the Friends of the Portola Library, discussed their proposal to have WP railroad research materials and some archives housed at the library and to have a part-time archivist to organize it. The friends of the library plan also to apply for foundation grants for raising the additional necessary funds to build the new Portola Public Library. The board was supportive of the grant proposal and of the plan in general as long as we own our own material and can pull it out in the future if necessary.

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