

Report... from the Board of Directors, by Kent Stephens

Board of Director's Meeting April 12, 1992

Hank Stiles of the publicity committee reported that we will have an ad in L&RP magazine for 3 issues. It was noted that the U-Haul company will put an ad for the museum on some of their rental trucks coming out.

In the CMO report, Mardi Langdon reported on work on radios and on engine 4404. On the facilities report, Gordon Wollesen reported on the kitchen wiring, sink and water heater. Brian Challender reported that he had cleaned and reorganized the parts room, and that it should be limited access. The parking lot fence was discussed and approved. Kent Stephens raised the question of a movable safety fence around the 2 rail pit to keep people from falling into the pit. Kent will look into a movable corral type fence. Norm Holmes brought up that anyone moving equipment off of pit track must barricade the pit area as soon as possible.

Regarding ticket sales of the Pacific Limited, Wayne Monger suggested doing a direct mailing to Gerlach and Winnemucca box holders to promote the train there.

David Dewey showed samples of name badges for the Pacific Limited trip. Norm Holmes suggested as an alternative having ribbons to identify crew. The decision was made to go with the special name badges.

Regarding the fall TRAIN convention, Norm Holmes reported that the Director of UP Public Relations, John Bromley, will be the main speaker. Norm also reported on talks with Nevada State Railroad Museum regarding their help in sponsoring the convention.

Norm reported that the University of Nevada is reprinting v. 1-2 of Myrick's RAILROADS OF NEVADA. This will be a limited run, and will be sold in the FRRS Gift Shop.

The Board agreed to schedule a specific board meeting to finalize the organization chart/job description project.

Details of the Preservation Symposium were given. Look for a report in a future issue of the Train Sheet. The move of the O&NW Baldwins was discussed.

Kent Stephens brought up the subject of the Oroville Turntable. David Dewey reported on a cost of moving it from a crane and rigging company in Oroville. The decision was made to go ahead with the idea of moving it. Norm will talk to the UP because apparently they still own it.

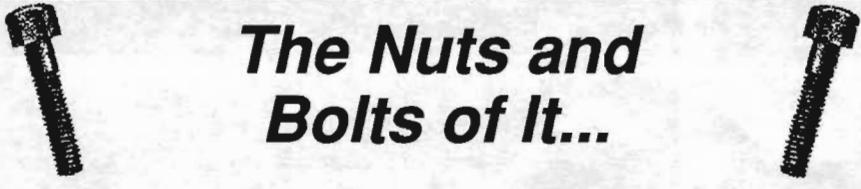
The board passed a motion to build a battery house. Norm and Gordy will look into it.

Norm Holmes brought up the new hard hat rule saying that it is too far reaching. Discussion followed including the suggestion of posting a portion of the shop building as a hard hat area. The board decided to revise the rule. Norm, Hank and Mardi were appointed to the committee.

The upcoming board election was discussed, as well as several steam locomotives which may become available.

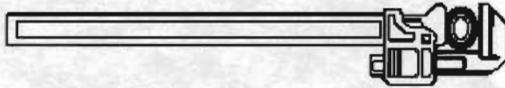
Board of Director's Meeting May 10, 1992

The May 10, 1992 Board meeting was not held due to the lack of a quorum. The board members present did, however, have informal unofficial discussions.



The Nuts and Bolts of It...

Report From the Chief Mechanical Officer
by Mardi Langdon



Greetings from your Mechanical Department! Just in case you were starting to wonder if we had one (a Mechanical Department) and if so, what do we REALLY do around here, here is a brief rundown on some of our latest accomplishments and changes.

All through this last winter (did we have one?), Gordon Wollesen, our Battery Shop foreman, did a great job of keeping the batteries in all of the equipment charged. Quite an undertaking considering that we have 29 locomotives and "numerous" lesser vehicles on site here in Portola...most of which have batteries needing attention in the colder months to prevent freezing and cracking. In May he coordinated the replacement of 3 batteries in the Baldwin DS-4-4-660 NVR 51, assisted by our Mechanical Officer, Hank Stiles and member Gary Cousin.

Eric Rich, our Radio Shop foreman has kept busy this winter repairing several of the Museum radios, replacing the radios in WP707 and WP921 this spring.

Our Locomotive Electrical shop (taking care of all of the rotating electrical equipment and their control circuits, i.e. traction motors and generators) is headed up by Dan Ogle who has been putting in a lot of hours here on many projects, including the installation of hour meters (which he donated) on GP-7 WP 707 and F-7 WP 921, helping on the WP805A effort, and solving the wheel slip relay problem on the GP-30 UP 849.

Over the Memorial Day holiday EMD mechanic Jack Diffley and his friend Don Massey spent most of the weekend giving our GP-30 UP 849's

prime mover a thorough going-over. They found it to be in generally good condition and proposed several possible solutions to its ongoing oil spitting problem, which they will follow up on their next trip up here.

One of our newer acquisitions, SD-9 SP 4404, which came to us with a couple of destroyed power assemblies is being worked on by Bill Alexander who is employed at the SP Roseville Shops. For the record, this engine did not have a bent crankshaft, only a slightly bent counterbalance, a casualty of the "spontaneous traumatic disassembly" of it's adjoining power assemblies.

This season we have initiated a formal program of performing a thorough locomotive inspection on all of our operating locomotives on an annual basis. This has already been accomplished on GP-7 WP 707 and F-7B WP 925C, with several others slated for the near future.

Among the other many projects and repairs recently accomplished are the conversion of the DODX Tank car into our new bulk diesel storage car, complete with pump, meter, and hose reel; a rebuilt governor and injectors on the EMD SW-1 WP 501; a rebuilt water pump for GP-7 WP 707 and water leak repair on Alco RS-32 Simplot 4004.

We're really looking forward to a great season this year....and any of you folks out there who have been just "kinda thinking" about coming up this season...DO IT!!! (Besides, it's cheaper than the Bahamas)...Whatever your inclinations or aptitudes are, we have a lot of really great projects to get into and have a pretty good time too!