



# Report From the Board of Directors

By Kent Stephens

## Board of Directors Meeting, June 14, 1992

On the publicity report, Kent Stephens suggested re-vamping the locomotive rental brochure so that it will fit into most brochure racks.

Regarding restoration, Norm Holmes reported on the paint job on engine 707 allowing it to attend the California Rail Festival.

On the facilities report, Gordon Wollesen reported that he is concentrating on general maintenance.

Next, the Pacific Limited steam excursion train was discussed, especially the publications that would be handed out to passengers.

The results of the election of officers were discussed (see results elsewhere), and also the need to start the process of mailing and receiving ballots about a month earlier next year. The board voted to defer the election of officers.

Various insurance questions were discussed next. The idea of "key person" term life insurance was discussed, and the consensus was that more quotes on this should be attained and brought back to the next meeting for discussion. Norm Holmes suggested looking into member accident insurance. The board approved looking into it, and if it covers our needs, to go ahead with getting it.

It was announced that the Union Pacific Historical Society will hold its 1993 Convention in Stockton, CA on July 22-25, 1993.

Kent Stephens reported that the Logging Modelers will be looking for future places to hold their annual meetings. There is a possibility that we could host this group.

Kent Stephens brought up about excess material that we acquired from the SP Sacramento auction. He suggested that anything that is not justifiable to keeping should be separated, then offered to members for sale, then in the newspaper as a yard sale, and then given away locally or disposed of.

Discussion of utilizing the guard shacks obtained from the SP auction was next. Kent suggested using the better of

the two for a ticket booth/information booth. Norm suggested using the other for air brake parts storage.

Mark French suggested listing the stored contents of cars so that people can find what they are looking for.

## Board of Directors Meeting, July 11, 1992

Hank Stiles of the publicity committee reported that he had distributed press releases to a number of newspapers, and that we have an ad in Senior Spectrum which covers the area of San Francisco, Contra Costa and Sacramento County. It targets people over age 55 which is considered to be excellent for us. Bruce Cooper reported that the Reno Gazette article on our rental program is being distributed to all Gannett-owned newspapers.

The acquisition of several steam locomotives was discussed. Kent Stephens reporting on one tourist railroad whose ridership has nose-dived since they no longer used steam and another whose ridership increased dramatically because they obtained a steam engine. He concluded that a steam locomotive would help us to increase our museum attendance.

Norm Holmes reported that the UP lease agreement which will transfer the property lease from the City of Portola to the FRRS for the next 10 years, has been approved by the city. Norm also reported that the "next action item the city will take in regard to the museum is to pass a resolution to transfer the few pieces of equipment which were donated by UP directly to the City of Portola to the FRRS." These include engines 6946, 921D, 2001 and 2 outfit cars, a tank car and a gondola. The board approved both of these offers.

Hank Stiles reported that the museum had received a visit from a representative of the Forest Service who explained some things that needed to be done around the museum. We were told what weeds and bushes needed to be removed near the balloon track. The weed work has begun thanks to the hard work of Will Wollesen and others.

Recent work on the 805 has slowed considerably because of competing activities including business trips, house-hunting, and steam-powered special excursions, but it hasn't entirely stopped. On May 9, 1992, Dave McClain tackled the messy job of changing out the old lube oil filters, cleaning out the filter housing, and installing new ones. Because of the deteriorated condition in which we found the old filters, we decided to leave the old oil in for a while longer, then replace the filters again when new lube oil is installed in the future. This will presumably trap additional junk in the filters, and leave both the engine and our "run-in" oil in cleaner condition.

Meanwhile, I was liberating the required third flange casting from the crankcase breather assembly on the 708 (which turned out to be a battle!), as well as an engine air intake filter and mounting frame. These parts were cleaned up and installed, along with two 1-1/2" radiator hoses to complete the crankcase purge connection from the breather to the engine air blowers. (The radiator hoses are a temporary solu-



By Larry Hanlon

tion only, until we can locate the proper oil-resistant hose). When we ran the locomotive this time, there was no longer a problem with low-oil alarms, and the load regulator responded a bit more crisply than before.

In this same general time frame, Dan Ogle had tracked down the Oakland repair shop for the original manufacturer of the load meter, Weston Instruments. They were able to install a

new movement and otherwise clean and repair the meter, and Dan has installed it back in the locomotive. It looks great-like new! Dan also installed a permanent fix for the headlight wiring.

In July, I returned the tools we had borrowed from Glen Monhart, who was about to take a vacation from his diesel business by spending a week with old friends firing the 4449. Definitely not a bad way to spend a vacation! I also learned that our set of F7 cab windows had gotten away as Pielet Brothers cut them up after a mix-up in communications. Norm Holmes is now checking with Century Locomotive to see if we can get a set from one of the CN F7s. I had been concerned about charging the batteries because the 805 had not been run since early May, and on Aug. 1 resorted to setting up a battery charger since there was no available outdoor track space and we did not want to fill

the shop with exhaust with the motorcar race visitors present.

805 work sessions are expected to start up again after Railfan Day.

See you next time.....

