



# Report From the Board of Directors

By Wayne Monger  
*Secretary of the Board*

## Board of Directors Meeting, August 9, 1992.

The Plumas County Board of Supervisors presented two awards to the FRRS Membership. The first award recognized the efforts of publicizing and promoting tourism in Plumas County making June 16 "Feather River Rail Society Day" in Plumas County each year. The second was a proclamation to Bruce Cooper for his efforts in the establishment of the "Rent-A-Locomotive" Program and his efforts in publicizing and promoting tourism in Plumas County. Newspaper reporters were on hand for the presentations.

Gordon Wollesen reported that brush clearing was taking place within 25 feet of the tracks as suggested by Forest Service Personnel.

Norm Holmes reported that the final meeting of the groups involved with the Pacific Limited will be held in Salt Lake City on October 2, 1992.

Jim Ley brought up a proposal for a specific hard hat rule that the board decided to table until the September meeting.

Wayne Monger reported on the Motorcar races and turned over the profits of it to the treasurer. Bruce Cooper suggested requiring all participants next year to bring their own crash helmets. There was high enthusiasm to continue the Women's Division next year.

Norm Holmes reported receiving correspondence notifying us of the sale of passenger cars by Amtrak which were mostly ex-U.S. Army hospital kitchen cars.

The board voted to immediately purchase "Key Person Term Life Insurance."

Regarding the status of the "Pioneer," Sam Girdler has offered to donate his half of it to the FRRS as soon as the FRRS gets an appraisal on the value of the car. The board voted to accept his donation. As a late note, this offer has since been withdrawn.

The need for a new sewer line for the bunk cars was discussed.

The board next discussed the publication of a membership roster. They voted to announce in the Train Sheet that the FRRS will be publishing a membership roster consisting of names and city only. If any member does NOT wish to be listed at all OR wishes that their address and/or telephone number be included in the membership roster, they must inform the FRRS in writing before October 15, 1992. [See update on this matter elsewhere.]

Under restoration, the board approved 3 types of locomotive paint job classifications. Class 1 would be complete stripping of most of the old paint to metal, Bondo rough areas, straighten out metal parts, prime, and complete paint job. Class 2 would be complete paint job, but would require removal of rust and loose paint, lightly sanding of old paint, prime bare metals. Class 3 would be strictly touch up paint following removal of rust and loose paint only, spot primer and paint on damaged areas only (such as was done recently on engine 707). The board voted to complete WP 608 as a Class 1 paint job now, then complete WP 2001 as a Class 1 paint job. Upon completion of 2001, there would only be one class 1 or class 2 restoration at a time while other locomo-

tives would fall under Class 3 to improve appearance of the fleet.

Next was a discussion that the City of Portola had dropped fire insurance on the museum property at the same time the lease was transferred to the FRRS. Discussion followed of the need and possible fire damages within the building with the agreement that we could not be self-insured. Fire insurance coverage will be looked into.

Next was a report about having a contractor install track pans at the terminal area.

Then the board elected new officers.

Vic Neves brought up that the entire Board of Directors should attend the Spring 1993 Railroad Preservation Symposium.

## Board of Directors Meeting, September 13, 1992.

On publicity, discussion followed regarding the merits of continuing advertising in certain publications throughout the winter. Also the FRRS has joined a group called Shasta-Cascade Wonderland, which promotes tourism in Northern California.

Discussion followed on various ideas for steam locomotive acquisition.

Under grants, Kent Stephens reported on a proposed grant from Santa Fe Pacific Corp. for restoration of AT&SF caboose 999414. They want more details from us.

On the facilities report, Gordon Wollesen reported that a slight problem with the new electric roll-up doors had been repaired under warranty. The Silver Debris is being repaired and modified to permit Ken Roller to live on the museum grounds as watchman.

Kent Stephens reported finding a 1941 doctoral dissertation from U. C. Berkeley on the history of the WP. Kent was given permission by the board to explore the possibility of using this to develop a 96-page book.

The following hard hat rule was approved by the board: Everyone is required to wear a hard hat when working with a crane and when working with the forklift or loader and when loads are being lifted higher than 6 feet above ground level. A hard hat is also required when working under a locomotive spotted over the inspection pit and at any other time when there is danger of anything falling from overhead work.

The University of Nevada Press is republishing "Railroads of Nevada and Eastern California," parts 1 and 2. The gift shop will be carrying them as soon as they are available.

Norm Holmes reported that the track pans are now in place and we will exchange installation labor for "rent-a-locomotive" time.

Modifications to the FRRS mission statement were discussed with Kent Stephens to bring in a rewrite to the October 1992 meeting.

Gordon Wollesen reported that he plans to start some slight modifications to the facility this winter to come into compliance with the Federal Americans with Disability Act.

Next was a discussion of several prospects for diesel locomotive acquisitions.

The November TRAIN Convention was discussed.

Norm Holmes brought up next that the Pacific Limited group is now an official corporation that will operate future excursions for the UP. The merits of the FRRS remaining in the group were discussed with no action taken until Norm brings back information from the October 2, 1992 meeting.

The board then heard Chief Mechanical Officer Mardi Langdon read her letter of resignation.

Hank Stiles proposed a plan to fill in with gravel and concrete the east half of the inspection pit on track 2 inside the enginehouse allowing for a set of steps to be constructed at the current center of the pit area.