

# CMO REPORT

By HANK STILES

Many things are going on at our museum. The operating department has started the train rides and the visitors are coming in ever increasing numbers as school gets out and the summer season is upon us. The locomotive rentals are coming in at an increasing rate.

The active locomotives have been stirred to life with some of the problems that happen when they are stored for the winter. Things like relays that stick, contacts that don't contact and all the little things that can happen.

We have worked on some problems like the VIA 6776, we were all ready to start it, pushed the button and nothing happened. Dirty contacts, the problem is with a cabinet full and finding the one that is the problem. It was found, cleaned and the start system worked. But not so fast, once it was running we had an air leak. An air separator that we did not know was there (under the water treatment tank and between the wall and steam generator) was leaking air. Peter Lyman repaired the leak, working in a spot that you could not see and touch at the same time. This job took the better part of a day. No wonder it cost so much money to run a railroad. When started this time it would not move. After some more work by Peter and Norm Holmes, they found out that it would move if they cut out any one of the four traction motors. Peter had to head home, but he called me in a couple of days and told me that after looking at the prints of the electrical on the locomotive that he thought that

it had to be a interlocking contact on one of the "P" contactors. I got out my tools when I got to Portola, cleaned all the interlocks on the "P" and "S" contactors. We then started it up everything worked this time.

Steve Habeck thought that we should test it so we mu'ed it with the WP 921D and used it the rest of the day on the caboose train. That was the first time that we had the two together and they got along just fine. They looked good on the train, the only problem was to keep the train slow enough on the balloon track.

The WP 2001 has had an air compressor failure. It has spun a rod bearing. So we have taken the compressor out of the engine and will use the compressor that we bought as a spare to replace it, after we order parts so the compressor is fresh when we put it back in. That is not that much fun that I want to do it twice.

Not all of our start ups were that much trouble, but you can see that if it is not one thing its another when you wake up a sleeping giant. There is lots of work to do and I have the quality of help I need but not the quantity that I need to take care of our collection.

That brings me to back to the same problem that we have had since we have acquired so much equipment. Getting the time and the money to take care of our collection. As it stands now we have not enough help, not enough money to hire the manpower that we need and a collection that needs to be taken care of. So what are we to do? If we are to take care of our collection in the way."

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## Summary of May 1997 Meeting of FRRS Board of Directors Sunday, May 19, 1997 in the Flannery Room at the Museum

Meeting convened at 0917 by President Steve Habeck.

Directors present: S. Cooper, Habeck, Holmes, Monger, Neves, Stiles, Wollesen.

Director B. Cooper was available, but was conducting locomotive rentals during most of the meeting.

Director Morgan arrived at 0930. Guests present: Ken Iverson, Ed Cray, David and Linda Dewey, Kent Stephens, Bill Shippen.

First discussions centered on the backlog of minutes from previous meetings, now at 6 months. Secretary Monger's present job and workload have prevented him from transcribing the lengthy minutes of the meetings in a timely manner. After much discussion, it was agreed that the tapes provide a satisfactory record of the Board meetings and that a short synopsis of the meeting should be generated as a method of recording actions taken at the meetings, and that would be suitably brief for publication in the Train Sheet. President Steve Habeck offered to create this synopsis from now on, since he has the original copies of all motions acted upon during the meeting.

Three month's worth of financial data was presented by Treasurer Wollesen, due to his absence at the previous two meetings, and all financial reports were discussed and reviewed. Motion to approve the financial reports as presented (Motion: Stiles; Second: Neves) approved 7-0-0.

Numerous reports and updates were heard by the Board per the agenda; much discussion took place and the following actions were taken: Motion 05-97-01: requires that Director's meeting minutes synopsis be published in the Train Sheet; and that all records of all previous meetings be organized and filed in FRRS offices/archives. Motion: Morgan; Second: Stiles; motion passed 6-1-0 (Monger dissenting).

Motion 05-97-02: create an FRRS "Facilities Safety Officer" (FSO) to develop and enforce safety standards regarding Museum facilities (other than railroad rolling stock). Motion: Morgan; Second: Monger; motion passed 7-0-0.

Motion 05-97-03: appoint Ken Iverson as Facilities Safety Officer. Motion: Stiles; Second: Wollesen; motion passed 7-0-0.

Motion 05-97-04: to supplement the FRRS financial reports by adding commitment of cash assets to certain funds. Four suggested funds are "Capital", "General", "Discretionary" and "Maintenance", each with broad definitions. Motion: Morgan; Second: Stiles; motion passed 7-0-0.

Motion 05-97-05: to establish an endowment fund with Dain Bosworth (Reno, NV, brokerage firm) to fund salaries for future Museum staff from interest earned (principal to remain intact). Fund goal \$500,000; subject to review and approval by FRRS accountant and attorney Motion: Holmes; Second: Morgan; motion passed 7-0-0.

President Steve Habeck declared invalid the vote on Motion 04-97-07 (to sell VIA "B" unit 6860 to Grand Canyon Railway for \$35,000; motion defeated 4-4-1) from the April Directors meeting in Oroville, following his review of Robert's Rules of Order concerning communication among Directors during discussion prior to a vote (all Directors must be present for the discussion and all Directors must be able to hear each other; conference call is permissible as long as everyone can hear each other). One Director who voted on this motion was contacted by telephone for his vote and did not participate in the discussion, or could he be heard by anyone other than the Director making the call. Another vote on this motion was postponed by President Steve Habeck until the August Directors' meeting, in order for the next Train Sheet (#85) to run a rebuttal to the Executive Director's editorial in the current issue of the Train Sheet (#84) prior to the vote, as requested by Director Morgan.

The next Directors meeting is scheduled for Sunday, June 15, 1997, at 0900 in the Portola Library meeting room. Motion to adjourn the meeting: Motion: Stiles; Second: S. Cooper; motion approved 7-0-0. Meeting adjourned at 1530.

Steve Habeck, President