

General Meeting Minutes – October 13, 2018

Meeting brought to order by Rick Kirby in absence of Dr. Mike Hartshorne and Vice President absent as well.

Treasurer's Report – John Gibbons

Total Cash Assets, September 1, 2018	\$198,394.20
Total Assets October 6, 2018	\$245,899.81
Less Encumbered Cash	\$146,046.61
Free Cash	\$ 99,853.20

This report was received, reviewed and filed for audit.

New open house figures are: Donations - \$4629
Sales - \$4420
Membership - \$340
Total - \$9389.60

CMO Report – Rick Kirby

Rick spoke to Mark Majors about the tool car and he's been away and too busy to get the reports back to Rick on what he's done.

Rick spoke with Dick D. at length regarding the root valve collar fabrication. He felt that he would have it completed by the end of this week. We have received it since he spoke to Dick and we're working on it now. It will, however, be of 4" material rather than 5" so we may need to fabricate a smaller socket to aid its installation.

Regarding the air compressor, data shows it should deliver 160 CFM at sea level. De-rated at 5000' it is reduced to 117.4 CFM. We do, however, feel our air hose is too small to deliver the full amount of CFM available. That being said we purchased 100' of 1 1/2" air hose with the appropriate fitting. If this doesn't solve the problem I have been researching the possibility of procuring a 50 HP compressor which is rated at 218 CFM at sea level or 160 CFM at 5000'. A 50 HP unit has the same foot print as our 40. Rick did have a question as to the start power needed to start the compressor. After several calls I was able to obtain a data sheet which shows the required power for start at 73 KW so theoretically the 85 KW unit we are looking at is adequate to start the unit, running KW is considerably less.

There has been some comments made in regards to our fire-up procedures. After speaking with Frank and Bob, Rick has decided to divide up the procedures into several portions with various volunteers assigned to each portion with a lead person in each. Each part will contain numerated items to be checked. After everything has been checked the lead person will sign off as to all activities have been completed and checked. After all sheets have been returned I'll sign off on each one. This should eliminate overlooked procedures as outlined. Bob and Rick

will go through the existing procedures and divide them up and provide a list of suggested personnel for each phase of fire-up inspection.

CSO Report – Jon Spargo

There will be a new member orientation today, October 13, 2108, as a result of several new members joining during our open house. The orientation will start promptly at 09:00 in the Reefer Conference area following the general membership meeting at 07:30.

Thanks to Annie Sanchez we have begun the process of refurbishing our fire extinguishers and bringing them up to date. Quite a few have been inspected and/or recharged. Annie has instigated a system whereby extinguishers are assigned to specific locations. These locations (container numbers) are hand written on the tags of each extinguisher. We have gotten pretty sloppy about returning extinguishers to their proper locations. If you “borrow” an extinguisher as part of “fire watch duty” please return it to the location marked on its tag.

We have a problem with our old CO2 extinguishers. They can no longer be recertified or recharged. We are looking into replacements. In the meantime, we will continue to use the ones that still have a full charge. Our goal is to have one dry chem and one CO2 at each location. Remember, the proper location for a fire extinguisher is near the exit door and not buried deep inside a building or container. We are also short on hangers for these extinguishers and some new hangers will need to be fabricated. If there is not a hanger for an extinguisher please place it on the floor near the exit or door.

As previously stated we dodged a bullet on steam up day when the root valve blew out. Since then a couple of other “discoveries” have been made about previously installed things on the engine that still had deficiencies. We need to get control over work done on the engine to assure that work is not only specified but followed up on once completed to insure that it was done correctly. Therefore we have instituted a new process that we ALL will be required to follow. There is a spiral bound note book on CMO Rick’s desk that is labelled 2926 Maintenance Log.

On each work session an entry will be made starting with the date and a list of tasks either started or completed on that day. Each item on the list will be a short description of the task to be done and the names of all the volunteers participating in the task. If a task is completed, the leader of the group performing the task will sign off on it with his/her name, date and time. Then the CMO or his designate will inspect and verify that the task was completed correctly and also sign off on the item. Apart from quality assurance this log is necessary to provide the FRA Inspector an up to date log of work performed on the engine. If we want his blessing for operations we must make sure we record our activities.

While this new log is more formal it is really just a more detailed version of the CMO's TW3 notes that are emailed to the membership and put on the web page. You should also remember that logs of this type are REQUIRED as part of our Operational Safety Plan. In other words we need to get used to doing it this way if we plan to operate 2926 out in the real railroad world.

Rail Cars Located at the Rail Yards – Bob DeGroft

Scraping company ACME was not available to meet with Dr. Mike and Bob at the Rail Yards on Wednesday. They have received all the permits needed to scrap them on site from the city. They will contact Gabe R. with the city to get into the yards for the scrapping to take place. Mr. Garcia of Garcia Motor Co. will take the caboose. All of this should start very soon.

Fundraising Report – Rick K. in Dr. Mike's absence

1. Website parts sponsorship funding: ZERO since last report
2. Albuquerque Community Foundation: Next year (2019)
3. BNSF Foundation: \$5,000 March 2018 for Testing costs with report due when \$ expended.
4. United Way **campaign year 2017 in the amount of \$24.00**
5. Paypal giving fund \$4.58 8-23-18
6. Smile.Amazon **\$85.34 4-1-18 to 6-30-18**
7. Benevity (John R.) \$952 8-23-18
8. Car GoFundMe campaign: \$120,800, currently stable. Should get more interest/donations when car is on site at 1833 8th St NW. Some money from that amount already paid out. Will reboot tool car campaign now that Open House is over.
9. Tom Dailey Foundation: Decisions 'delayed until end May 2018'. No decision as of yet. Requested \$15,000.
10. Open House 2018: 2,000 participants, revenues about \$9,000 (before hot dogs and porta potty expenses).
11. Tender badges: Long beards working at breakneck pace to satisfy growing demand for \$100 (+ \$10 if shipped) badges.
12. Christmas cards printed, 750 will mail out December 1, 2018 with appeal for donations.
13. Candelaria Fund. Richard Towers will visit 18th August - Subsequent award of \$50,000 to be applied to an 85kW generator.

All future requests should be for General Fund when possible. This increases flexibility of fund expenditures.

Announcements

Last Sunday was a meeting with Amtrak in Lamy with NMDOT and gentleman from Amtrak there as well. Talked about funding with BNSF and SW Chief will remain open until at least October 2019 and possibly to 2020 depending on PTC.

Winter Hours start on November 7th at 9:00, just after the time change on November 3rd. Also on General Meeting days the meeting will start at 8:30 am.

Meeting adjourned – Next Meeting – November 10th at 8:30 am

Submitted by,

Gail Kirby

Secretary, NMSL&RHS