

Director's Report
July, 2013
Steve Habeck, Vice-President/Director

We are in somewhat of a crisis as far as volunteers/staffing at the Museum goes. We have been unable to present the Museum in a decent light on a daily basis, due to the inability of our people to be everywhere and do everything at once. Restrooms need cleaning, trash needs dumping, grounds cleanup needs to occur, and yet we still have to staff the WP Store, run cabooses on weekends, and open up/supervise various displays to make the Museum a worthwhile experience for our visitors. It seems we now have two levels of the Museum experience: weekday vs. weekend, yet we charge the same for both (except caboose train rides). The Directors need to discuss and address this issue, and come up with a plan to make the Museum experience more consistent.

One of the most common complaints we get at the Museum is that there are few, if any, passenger cars to go through and experience (the Hostel doesn't count, since these folks want to see cars in a more complete condition). To answer these complaints, I have set up 3 passenger cars together on the east end of Rip 1 with power for lights (and fans) that the public can access. The Plate is at the end of the cut, with a set of steps lined up to the dining end. All loose equipment and material, except the chairs, are locked in the kitchen, which is viewable through the expanded gate, but not accessible. The car's lights can be turned on through the gate by use of a stick of plywood I prepared for that purpose.

Next in line is the lounge car, FRRX 754. I will not get into the sale issue here. The car is fully accessible, although I have secured one of the 3 sliding kitchen doors closed to prevent running through the car. With the car fully wired for 110 VAC years ago by Eric Stephens, I have the car's "security lights" turned on, such that the car is evenly lit for viewing and safety (there are about 8 lights spaced throughout the car, and in both vestibules, that I have on all the time).

Next in line, and currently last for viewing, is our road baggage car, FRRX 5653. Again, with the over-door lights on for security, there is sufficient light in the car for viewing. The shelving and equipment we have stored in the car is set aside so as not to present a hazard. There are fans running in the lounge and baggage cars, blowing air to the east, so the cars aren't quite as stifling. Also, two of the baggage doors (south side) are unlocked and available as an emergency exit from the cars; we may need to rig up some steps at one of the doors on the south side.

I am preparing a one-page explanation of each car and its use for the lounge and baggage cars; Eugene's mural is in place behind the steward's station in the Plate explaining the Plate and the CZ.

These cars (except the baggage car) have been open almost daily now for over two weeks, and we have not yet suffered any damage. I am aware of past issues, but this is a risk vs. gain situation.

Last in line for the viewing project is business car UP 105. To date, I have spent

over \$1300 out-of-pocket to prepare this car for viewing and not incur damage as has occurred in the past. I have purchased sheets of polycarbonate that I will be mounting on hinges (that I also bought) in each bedroom doorway, and they will be locked on the side opposite the hinges (again, hardware and locks purchased by me). This will allow the 3 bedrooms, the office, the kitchen, and the crew's room to be viewable, but not accessible.

I have also found it necessary to buy nearly \$600 of lamps to relamp the car. I will be using a few LED's and some CFL's, as well as incandescent, to get all the lights working. These lights were not cheap; remember that this car has both 110 VAC and 32 VDC lighting circuits, the vast majority being 32 VDC.

When complete, the car's hallway lights will all be lit for safety. The kitchen's work lights over the counters will be on, and the bunk lights will be on in the crew's room. The dining room and lounge are fully accessible, and will be lit by the bracket lights on the wall (and the table lamp in the lounge). Bedroom A (next to the dining room) and Bedroom B will both be set up for night-time use (shades down, curtains drawn, night lights on). Bedroom C will be set up for daytime use (shades up, curtains open, overhead light on, as will the Office (Bedroom D). I have removed the doors from the office and it's all-in-one shower, so that the shower room is visible through the barrier. The office door opened into the hallway, restricting an already-narrow passage.

The two main light switch panels (one in the dining room, the other in the lounge) will also have polycarbonate hinged/locked covers on them, to discourage the curious.

The normal cutout for the 32 VDC power to the car is a disconnect switch in the main electrical cabinet, which is in the crew's room, and will be behind a new barrier. To facilitate cutting the 32VDC power on and off, I have installed a high-current disconnect switch, mounted on a wood frame, located at the car's battery box. This is a plastic-handled switch with a 90-degree throw to turn the 32 VDC power on and off from outside the car, since all the lighting will be set as appropriate before the barriers are installed. When the car is lit up, current draw will be such that the batteries in the car will run down significantly during the day, and will need to be recharged overnight. For this, I will need to buy the 32-volt, 25-amp charger I found and showed to the Board last April, at a cost of around \$405, plus shipping. I won't be able to leave the charger connected to the car with the lights on, since the charger will keep the voltage too high for some of the 30-volt CFL's that I am buying for use in the car.

All this work on the 105 will allow it to be open for viewing, and the car is still completely roadworthy and ready for display on road trips.

We will need to buy diesel fuel, and soon. At the current rate of usage, the 1100 and 1857 will run out in less than 2 weeks (2873 would also be in this category, if it hadn't failed last Sunday). 917 might go another 3 weeks, less if it's used to replace 2873. I would like to get 2000 gallons (300 for 1100, 500 for 1857, 700 for 2873, and 500 for 917). This should get us through the season.

I am out of my arm sling, for the most part, and starting physical therapy, but use of my right arm is still extremely limited, and I have to be very careful with it. Latest estimated return-to-work date is 11/21/2013.