

President Report  
March 2014

First, some department changes:

Trainsheet Editor. Matt Elems is now the Editor for the Trainsheet. He is more than qualified to do this as long as we help him with articles. This has been a problem for the last few years, lack of input. I am guilty of that along with many of you, so let's change this. I will be first to start by writing my President's message for the next edition along with the future ones. I am no longer asking, but demanding that all of you on the Board and Department heads write something for publication at least every other edition. If I can do it, so can you.

Fund Raising Department Head. Eugene Vicknair has been requesting this for sometime and now that he has shed a bunch of his other duties, he will be in charge of Fund Raising, including year end fund raiser, grant writing and the like. The Grant writing projects will be approved by the board as before.

Historical Department Convention Manager. Eugene Vicknair will be handling the yearly process of finding a Convention Chairman, and attended details. This will include being responsible for any monies spent and an accounting to the Board of any Convention expenses and profits.

Steve Habeck will now assume all duties and responsibilities for our yearly Santa Trains. This includes getting enough volunteers for all positions, advertising, and fund raising for this event.

Rick Gruninger will be our Insurance Manager. This will include making sure our existing policies are sufficient for our needs. He will explain any details of our coverage on a as needed basis and will inform the Board of any possible liabilities that may come up.

Now, I have missed the last couple of meeting due to work and vacation. We have addressed a couple of things over the winter that were needed. The biggest one is the repairs to our White Fork Lift. I have put out instructions on its operation as a big chunk of the money we spent having it repaired is due to abuse and improper operation. If you have questions on operating it or need to be qualified to operate it, let me know. The days of anyone jumping on it and using it and abusing it are over. This also goes for other museum equipment like the electric cart, extending boom forklift, back hoe, etc. Another is the need to replace the heater in the Shower Car with a more efficient one, as the old one wastes a lot of propane for little heat. I also have inquired into the cost of adding a heating element to the Sleeping Car. We now have more volunteers here working during the winter and the safety hazard of using the portable heaters is of real concern.

In talking with the De-assessing Committee, they will be presenting a list of equipment for scrapping later this year. I am sure that there will be some resistance to this but it is for the benefit of our museum. As with the prior scrapping, we will hear from members and railfans that we are evil for doing this. We have to stop worrying about what the few in the railfan community says because if they don't come forward with a suitable home or the money to do something with it, then that ends the debate. As you know, with the changes in the UP policy of moving locomotives without alignment control couplers, we have to either have something moved on a flat car, trucked or scrapped. This limits finding new homes for some of our deassessed locomotives.

Let's remember our Mission Statement and why we do what we do here. I have noticed that some are forgetting it or interpreting it their own way.