

## President Report 09/14

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Shop clean up and reorganization continues, with a lot of trash being picked up and disposed of and new homes being found for things that don't need to be in the shop. I took the refrigerator at the west end of the shop that is used for crew water outside and cleaned it inside and out. It is important that this one be kept clean as it is out in public view. Thanks to Fritz (David Elems) and PT (Steve Habeck) for helping me.

The big white forklift will be taken out of service for much needed maintenance, with our bigger yellow forklift filling in. The portable air compressor runs well, except it is leaking oil from an unknown source that we need to find and repair. The Dodge is in the shop in Reno for an unknown noise. The transmission flex plate bolts to the torque converter had worked loose and ruined the flex plate. This could have been much worse if the noise was ignored. The injector pump has finally worn out and is being replaced with a rebuilt one. It was beginning to leak and was not putting out proper pressure causing bad fuel mileage and loss of power. It is going to be expensive, but needed repairs. Injector pumps in these kind of diesels usually last only about 200,000 miles but we got almost 400,000 on this one.

The Steam work week went very well. Chris will have a report on this soon. One issue that came up was the Derrick (WP MW37) decided to break down while we were putting the surplus trucks at the east end away and were going to use it for the 165 cab. It is a gear issue that we have identified, but are still trying to find a way to fix. Received help from Fritz, the Hercules boys from SF, Bart Hansen and Roger Stabler. Roger is going to try and break loose the frozen gear shaft when he has time. Hopefully he can do this, or then we are going to have to bring in a pro.

The DODX flat and extra trucks that were sold a few years ago to Mr. Salisbury have left the property. We took it up to the UP RIP track so Carman Dan can make repairs to the brake system.

The 4449 boys came by and inspected their sleeper that we brought back from GGRM. They will be making the needed repairs to the brakes so it can make its trip home to Portland.

The MILW U25B 5057 is still in Portola. The wrong brake shoes were sent for it and it had a bent brake rigging part. Wayne has not been getting any physical help to make the needed repairs from the CRF people, so Steve, Fritz and myself helped out, along with welcome help with replacing the shoes from Bart Hansen and Jeff Sanders, who did that dirty work. With a small list of details to take care of, that Wayne is going to address this weekend, we hope to have it out for shipment in the next few weeks. We provided the correct brake shoes with the understanding they will be replaced with new ones if I can find the proper ones. It is my opinion that we have gone above and beyond in helping them get this locomotive ready to ship.

I have been talking with the Mayor of the City of Hines, OR regarding the purchase and movement of the Baldwin #4 and one of our log flats. I have explained what they will need to do and I am waiting for a response from them. This is a big deal for them, with the city raising money from different sources including a High School student doing fundriasing as a school project. I will keep you informed on this as it moves along.

I asked Kirk to contact Todd from the city to come down if he could and talk with me regarding the City's request for items to add to the new walk path. This worked out to a meeting between Gail and I with the new City Manager. This went real well and we are being told that the City wants to work with us on lots of possible projects and advertising. One thing that they really like is taking the Plymouth 35 ton engine over to the Williams House and painting it to advertise the Museum. This will require Board action once they come to me with a plan. (FYI: the City Manager used to hop WP Highline trains when he was young)

We need to address changes to the Election Policy at the next meeting so I can appoint an election chairman.

Lastly, Frank Brehm has resigned from the Department head of the Historical Department due to personal reasons. I have had long discussions with Mike Mucklin regarding a replacement and changes to the way things are done regarding access to the archives and a plan to take this department in the proper direction. Mike is the temporary head of the Historical department until we come up with a suitable victim. More on this at the next meeting. If I make the meeting, I should have more information.