

## December 2015

### Vice-President's Report

Several things have come up since the last Board meeting, and I will attempt to cover as many as I can recall from my scrambled pile of notes, messages, and E-mails.

I finally heard back from Don Davis of the Truckee group that wants the snowplow at Collins Pine in Chester. Their latest idea is to let us have the center-cab GE engine they have at Truckee, which would empty a space for the snowplow at Truckee, and it wouldn't have to be moved to Portola. I don't know the details on this engine, other than it has a nice paint job, and apparently needs engine work. From the picture Don sent me, it looks like a 65-tonner. I don't know it's heritage. Their plan would be to move the engine from Truckee to Portola, then move the plow from Chester to Truckee, apparently at their expense. I will get more information and solicit Board input before we make any deals.

Doug Morgan has finally exhausted the patience of the UP. Several months ago, I told the UP Special Agent that this guy was very hard to pin down, and is famous for last-minute "deals" that might look fair at first glance, but obviously are designed to work in his favor. The Special Agent called me last Monday, and told me that Morgan played out this latest set of scenarios exactly as I had predicted he would, and that UP was tired of his games and ending the process. Morgan had until November 30<sup>th</sup> to get the equipment moved, and, of course, it didn't happen. UP Legal then told UP Operations that his equipment would not be moved anywhere on UP trackage, period. I was then told by the Special Agent to remove the equipment from UP property as soon as possible, so the engine and boxcar are back inside the Museum, and, according to our attorney (with UP's backing), they belong to the FRRS. I'm sure we haven't heard the end of this yet, though.

The first Santa Train on December 5<sup>th</sup> was a great success. We took in just over \$2000 in front gate sales, gift shop sales, and donation box income. We also collected 308 cans and 46 packages of non-perishable food items for EPCAN, which were delivered by Bil (1L) Jackson this week. I must also recognize the great efforts of Charlie Spikes, Duane VanderVeen, and Bil (1L) Jackson, who worked on whatever issues needed to be dealt with in the last hectic two weeks. Be sure to check out their seating design in the SN 1642 caboose, which is the new addition to the caboose train. It gives us much-needed capacity, and was made ready for Santa Train service in less than 1 month.

I also want to quickly review the "building intrusion" that occurred on Monday, November 23<sup>rd</sup>. You all should have received an E-mail from me with the details of what happened, as we knew it at the time. As stated, I did make a sheriff's report, and in their subsequent investigation, they strongly suspect that whoever made this intrusion had a key to the building. This is very troubling to me, and it should also be to all of you.

I would also like to recognize these volunteers, who have been newly appointed to the following positions:

Chief Mechanical Officer (CMO)	Bil (1L) Jackson
Webmaster	Paul Finnegan
Election Chairman	David Epling

Other positions will be filled and named as discussions and arrangements are completed.

I am working with Vivian Sundin at the Deeble insurance agency on the renewal of our liability policy for 2016. Of note is that the premium is going from \$14,000 to just over \$21,000 for next year, and, according to Vivian, everyone else's is going up about the same. The increase has *nothing* to do with our, or anyone else's, operating record, despite what some uninformed people will say.

I appreciate your patience as I continue to handle the daily Museum business, as well as some of the administrative work, and the Santa Trains, in the continued absence of President McClure. Sometimes it takes me a few days to catch up on some items, especially when an Elko trip on the railroad gets in the way.

Steven J. Habeck  
Vice-President, FRRS