

## President's report for September 2017

To all,

My apologies for the tardiness of this report; those of you who have been around the Museum since before Railroad Days know how much of a zoo it's been around here. Additionally, my wife and I are trying to buy a house in the Portola area, and I have to make my Elko trips for Uncle Pete.

Railroad Days 2017 was successful for us, although our income was down considerably from the previous two years. As you can see from the website, we had two UP units on display (not the two I wanted, but that's another story). We had to spend many manhours cleaning these units prior to display, but they looked great when done. We also staged photo ops with the MoPac unit and our MoPac caboose, with its fresh graphics provided by Eugene, and applied by Loren Ross and Janet Steeper, and the UP 3014 with our UP 25283 caboose (why?; because we can). Once again, the Fire Dept. dropped the ball in supplying bodies for the tram, so we wound up doing it again, all day, both days. Thanks to David Epling's son-in-law, Kris Kumanchik, who has run the tram previously, he showed his parents (Darryl and Karla Kumanchik) how it's done, and they enjoyed doing it for us; to the point that they told me to go tell the Fire Dept. to pack sand, and they would be back next year to run it. Done deal. The Railroad Days committee plans to have a post-mortem meeting soon, and I will be there; they aren't going to like some of the things I'm going to say. Additionally, after Railroad Days, one of the UP Managers from Sparks called the Museum, first leaving a message, then calling back and getting nasty with Jean. This manager was out of line and not aware that the UP units had been released two days earlier; I have a statement from Jean, as well as the recorded message, and this is being pursued. I will not tolerate UP people trying to bluster and push our employees around, and the senior management of UP is supporting us on this.

Immediately after Railroad Days, we finished off the operating season with another blisteringly-hot Labor Day weekend, and then moved the Sweetwood into the shop for its rededication on the 9th. Work immediately started on this car to get the lights working, and to clean the car up. It is obvious that the car suffers from being outside, due to roof leaks. This will be followed by running the rotary for a film crew from the UK on the 16th, while the steam work week is in progress. Evaluation of what it will take to run the rotary is in progress, and we have a plan. Already, Pumpkin Trains are looming on the schedule. Who says our season is over after Labor Day?

While all this was going on, Roadmaster Greg Elems was busy with his dedicated crew working on our balloon track all summer. See his report; all these people deserve our greatest thanks and admiration for accomplishing this work during the hottest summer on record.

Our loan from Plumas Bank has funded; Susan Scarlett has been directed to retire the credit card bill on the next billing cycle. We will be discussing possible purchases and expenditures at this meeting. From my perspective, valid purchases would include a new, larger, and quieter generator; two light plants; another set or two of locomotive batteries; the Mechanical Department wish list (see the CMO report); Pumpkin Trains needs, and some Santa Trains needs (replacement/additional lights, on-demand hot water dispenser for the baggage car). A new item for consideration is the repair/replacement of the roofs on the UP 105 and the Sweetwood; they would not need to be kept indoors. GGRM replaced the roof on their ex-SP business car "Oakland" in 2006 while we were there helping them prepare to move; the contractor they hired took about two weeks to complete the work, and they said it cost about \$10,000.

Chris Skow brought a tour group to the Museum late in the afternoon on Sunday, September 3rd, and they were shown around by me. Chris provided a significant donation to the FRRS for this tour, and is also signing up to be one of our corporate sponsors. Chris was a founding Director of the FRRS, and has supported us since the beginning. We welcome Chris and his Trains & Travel International as a sponsor.

The two museums in Arizona that want two of our beet cars are in the process of arranging transportation and cranes for the movement of the two cars. I have been provided with the contracts for both cars, and they will be available for review at the meeting. I believe all our concerns and issues are properly addressed in these contracts, and I will sign and return them after your review, if there are no issues. I have not listed everyone by name in this report who has contributed to our success this season, but that in no way means your contributions are not appreciated. I cannot thank everyone enough that contributes to the success of the FRRS/WPRM, no matter how large or small the contribution of time, money, and sweat is.

Steve Habeck

President, FRRS