

May 2020

Director / Vice-President's Report – Steve Habeck

I have been quite busy with Museum business since the last Board meeting. Between trying to get all my insurance issues straightened out since I retired (Medicare, supplement policies, vision, dental, etc, etc) and following up on various Museum issues, I've been spending 6 hours or more per day on the phone and/or the computer. It's starting to get old. Add in handling the Museum mail, and my own mail, daily, plus a trip to Quincy at least once per week to Susan's office, and, before you know it, another week is gone.

As was mentioned before, we had to put up a sign at the gate, plus keep the gate locked at all times, to keep the public out. Several cars were observed today coming to the front gate, and driving along the fence line on the UP property, while we were loading the Whitcomb engine in the parking lot. Last week, a guy with a large pickup and 5th wheel trailer followed me to the gate, and wanted to set up his trailer on our property, probably because all the campgrounds in the area are still closed, and he got run off. It took me a while to convince him that his plan was not going to happen, since the Museum was closed, everything was locked up, and the gate was continuously locked. His initial response was, "That's OK, I'm self-contained". I finally got him to leave, but he still didn't get it.

In the Museum, we now have to address the problem with the WP Store inventory. Susan expressed concern this week that the inventory wasn't done, it needs to be done for our taxes, and we had no plan that I knew of as to when it might get done. We have laid off all our WP Store people since we are closed, but we still need to do the inventory. I expect that this will be discussed further at the meeting.

I was tasked with checking into our insurance policies, to see if we could get some relief on our liability policy premiums, and to file a claim with Travelers to see if we can get some coverage for the costs we have been billed for the firefighting on the caboose fire. On the liability policy premium relief, the answer is no. For the fire bill, the claim has been filed, and I provided several supporting documents requested by the claims rep. His last report was to thank me for providing the requested information, and that he was sending our claim and documentation to an adjuster. The current belief is that we may have some coverage due to the "historic fabric" of the caboose; I'm not very optimistic. We still need to consider adding a lot of our equipment to the list covered by this policy, or get other coverage, for various reasons.

As some of you may have heard, Plumas County is one of the California counties that has started to open things up (Stage 2). "Open-air" museums are on the list of facilities that may open, but only if a comprehensive written coronavirus plan is in effect, and proper PPE is available. We do not have either of these things, and I do not consider the WPRM an "open-air" museum (locomotive cabs, cabooses, passenger car interiors, as examples). Plus, most of us that are at the Museum almost every day are in the high-risk category, and I will not accept some bonehead coming in that doesn't believe, or want to abide by, the restrictions that remain in effect. Most of the attempted gate-crashers we have observed fall into this category. In short, we stay closed for now.

With the return of warmer weather, the main Museum phone line has failed again. People calling in get a busy signal; picking up the line in the Museum gets a dead line. This will need to be fixed before we open the Museum, or sooner. If no one is willing to step forward and address this mess, I can call AT&T to come out and fix it, but it won't be cheap. As most of you know, we have phone lines running all over in the building, like spaghetti, and most of them don't work. Our phones we have in use are right at home in our Museum, too, since they are all museum pieces themselves. So far, the RAL line is still working.

I have reactivated our account with Flyers Energy, so we can once again get pricing from them for lube oil, diesel fuel, and antifreeze. I have a quote for lube oil at about \$1000 per barrel, and we would like to get at least four barrels, maybe six, to get us caught up. Diesel fuel price is coming down; if it continues, I intend to buy at least enough fuel to get us through one full season, preferably two (maybe as much as 8000 gallons). The only diesel fuel we have on hand is what is in the equipment's fuel tanks (the fuel car is empty).

The new battery for the electric forklift has been ordered; I have been in communication with Randy at Battery Systems of Reno finalizing details for the new battery. I expect delivery of the new battery by the end of May.

The switching plan to rearrange the yard for better security and visual displays will commence next week, once this rainy weather clears out. I have walked the entire yard several times, and continue to adjust my plan and switch lists with input from the others that are here most days, and will probably be doing a lot of the work.

Steve Habeck (VP)

Vice-President, FRRS

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