

Vice-President /Director Report

June 2020

Again, the few of us who have been trying to work on long-needed, time-consuming projects are staying quite busy. Other reports will detail the shop, engine, and mechanical work that is ongoing; I'll try and update the things I am trying to get done. The new battery for the electric forklift is finally scheduled to be shipped from the GNB factory on Monday, June 8. Battery Systems of Reno should have it by mid-week, and we can arrange a time for them to bring out the new battery, install it, and remove and take away the old battery, restoring the electric forklift to service. It's desperately needed in the shop for the cleanup project. While we're talking about forklifts, Roger Stabler and the steam crew got the Yale forklift back in service during their work week, giving us some more muscle for moving stuff around.

As I mentioned some time ago, we got a settlement check from Travelers Insurance for our loss and expenses on the caboose fire on 2/27/2020. After discussion with our bookkeeper and review of the documents that accompanied the settlement, we sent Eastern Plumas Fire's contract billing agency a check for \$5000, which was our deductible on the policy. Susan was quite interested in how this plays out, since, as Financial Officer for the City of Portola, she is involved in the negotiations between the City and Eastern Plumas Fire for renewal of the City's fire protection contract. She is quite sure that Eastern Plumas Fire will accept our payment for their services, and we will save \$2825 in the process. We have not yet heard from Eastern Plumas Fire or their contract billing agency on this issue.

I have ordered two barrels of lube oil for the Mechanical Department, to give us a supply to return engines to service as part of the annual inspections. We're having a bit of difficulty in getting the oil delivered, and I'm hounding Flyers for updates. Also for Mechanical, I bought two new drive tires for the backhoe, so that it might get better traction this winter. Les Schwab will bring them over next week, and install them, with their service truck; they'll also take the old ones away. These new tires are 12-ply, and are costing us \$511 apiece, plus taxes, and the charges for the service truck. Driving the backhoe over rails and other rough usage will have to be curtailed, so the new tires don't get all torn up. We also still need to fix the one outrigger ram on this machine.

I have not yet ordered any diesel fuel, but that may soon change. The yard turnover project, while about half-done, has a lot more to be done; we'll need to get fuel before we can consider reopening. Speaking of that, I've attached a CDC flowchart I got off one of our industry partners' web page reports. It's a straightforward summary of how to go about restoring a workplace. There are laminated copies of this page in the Ops Office, and in the Board room. It's pretty generic, but it looks clear to me. We'll have issues getting out of the first column, let alone going beyond that. We still are largely unable to procure any feasible amounts of sanitizer, although some cleaning gear is becoming available (but limited).

I was also tasked with delivering a Convention boxcar to Cecilia Reynolds, who apparently had been difficult to contact. Given her contact information, I immediately realized she lives in Keddie (her phone number has a 281 prefix, which is Keddie). I sent her an Email, and very shortly got a response. We E-mailed back and forth, talked on the phone, and I was finally able to deliver her Convention car to her home in Keddie last Thursday (6/4). Now, here's the rest of the story. Cecilia lives in one of the houses that is down on Spanish Creek, almost under the main line leg of the Keddie Wye, known as the Rock House. This house is well-known to railroaders, as it is in plain view from trains going across the wye, and had two large decks out over the creek (the larger, lower one has since been removed). She also owns the house next door, which she rents out as a vacation rental. You cannot get to these houses from Keddie; you have to take a nasty goat-trail road, or walk across a rope-and-wood suspension bridge across Spanish Creek from Keddie proper. She told me she has attempted to contact us in the past, willing to discuss methods of getting our word out better, holding Board retreats and FRRS fundraisers involving the Rock House, and other ideas, but got no response. I told her I knew nothing of this, but I got her OK to bring this information to the Board. I will have the specifics from her E-mails at the meeting. She is also interested in seeing construction photos of the Keddie bridges; she has been told that the Rock House was built when the railroad bridge was built (1909, but also could be when the High Line bridge was built around 1930).

We have not yet addressed the issues with the Museum phone lines and internet access; these remain to be attacked and solved. The main Museum phone line has been out most of the time lately, due to the warm weather. Also, although no one apparently noticed, we reset the west Museum webcam this week. The mounting hardware is in bad shape, and should be replaced; this was the cause of it dropping under the weight of the heavy snow this winter. We also had to take down the flags on the east side of the building; all the ropes and hardware need to be replaced. There's plenty more to do where these things came from.

Steve Habeck

PT/VP