

Vice-President's Report – Dec 2015

–Steve Habeck, Vice-President FRRS

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 30th 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 5th 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 would also like to recognize these volunteers, who have been newly appointed to the following positions:

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|---------------------------|------------------|
| Chief Mech. 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.

Vice-President's Report - January 2016

–Steve Habeck, Vice-President FRRS

The main activity at the Museum in the last month was the Santa Trains. As I reported last month, the first weekend went well, with high hopes for the remaining two events. The results we saw exceeded all expectations, with unprecedented car counts, visitors, and income. Here are some of the numbers I have tabulated:

We collected a total of 1074 cans and 109 packages of non-perishable food items over the three events, all of which has already been delivered to EPCAN, thanks to Bil Jackson, who delivered each load to EPCAN after each event. Over 300 cans were collected on each night. Car counts were also at new highs, with a record 217 cars on the third night. I made three bank deposits totaling \$7453.79 from the three nights, and that does not include credit card

sales (the WP Store did good business, too); gross income for the Santa Trains was just over \$9300, which makes these three nights a bigger income producer than Railroad Days, whose three-day total gross was around \$8000. Before we go out and spend this money, we'll need to pay some bills associated with Santa Trains.

The biggest expenses were for the electric bill (\$1300, about half can be attributed to the Santa Trains), and the rental of the light plant for the parking lot (\$1100); we also had advertising expenses of about \$700, fuel expenses of \$300, and various purchases at the hardware store of \$87. I bought pizza (out of my own pocket) after the event on all three nights for the fantastic group of volunteers that, as usual, went above and beyond what was expected to ensure the success of the events. Mike and Patty Clawson, of Big Fish Creations, provided marketing expertise that also contributed greatly to our success. Now the focus is on taking everything down and putting everything away for next year, so we can open up shop space for the mechanical department; a project that is already in progress.

The year-end fundraiser totals as of 1/5/2016 are as follows:

- 11 responses for only the WP Calendar (\$228.60)
- 15 responses with a donation and a calendar purchase (\$285.75 for calendars, \$952.85 in donations)
- 17 responses with donations (\$1475.00)

This is a total of 43 responses, with a donation total of \$2427.85, and \$514.35 in calendar sales. I believe adding the calendar to the fundraiser selections has adversely affected the response.

All calendar orders to date were processed by Elise and sent out by first class mail by me at my expense, and I have spent over \$250 on postage so far, with about 60 calendars sold to date. Elise is regularly checking phone messages, and all phone orders coming in are being processed quickly.

I went to the Courthouse in Quincy and obtained several pages of the court documents from the Clerk of the Superior Court in regards to the lawsuit and settlement with Doug Morgan. I will not discuss the details here, but I now have copies of the signed settlement documents for reference. With the backing of the UP, the status of the affected equipment is now in better focus. To date, I have not heard

from Mr. Morgan at all.

Another appointment that has been made is Greg Elems, who is now the WPRM Roadmaster.

I am disappointed at the response of some Directors to the Confidentiality Policy. This policy was approved by the Board in 2007, and is meant to restrict dissemination of information that is, or could be, of a sensitive nature regarding the FRRS. It is NOT, in any way, shape, or form, a "declaration of loyalty" to anyone. It IS a Director's declaration and agreement to safeguard and protect information regarding FRRS business or activities that cannot yet be made available to the public, such as financial, legal, or managerial issues. I expect to have more on this at this, or future, meetings.

Vice-President's Report – March 2016

– Steve Habeck, Vice-President FRRS

As usual, I have been spending 4-6 hours per day on FRRS business, but at least I feel like I am getting some things accomplished. Some things are probably still falling through the cracks, and I apologize for this.

I am awaiting a response from UP Legal regarding their opinion of the court settlement we have with Doug Morgan from 2011. I am working with the UP Special Agent in Sparks on this. We have some promising leads on possible sale of the UP 849.

UP Mechanical from Roseville was at the Museum on the morning of Wednesday, 3/2/2016, to disable the horn sequencers on UP 9532 and UP 9282, per his work order, and he was done by 1130. He was very impressed by our collection, and indicated he would be back with his family this summer. He couldn't stay long, since he had to go to Dunsuir and work on units in the Old Yard that afternoon.

I have finally finished removing all the Santa Train decorations from the caboose train and from UP 105. The drumhead, with our Museum insert, is back on the rear of the 105. There may be some expenses next fall for Santa Train lights, as we seem to have had a rather high failure rate this year as the lights were removed. For now, everything is boxed up and stored in the lockers in the MoPac caboose, and the caboose train is ready for service for the season, pending release by the Mechanical Department.