

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.

Per the arrangement I set forth last fall, Elise is now being paid for 30 hours per week, effective March 1st. With delivery of the new RAL book, she will be transferring all the rentals she has already booked into it. We will have a stocking wish list for the WP Store by the next Board meeting.

With Ali and Ethan's help, we have modified our existing General Release form for it's new use for caboose train rides, per recommendation of our insurance people. The original form will still be used for RAL's, shop work, cab rides, and other uses, and will continue to be printed on pink paper. The new caboose train ride releases will be printed on orange paper, and will necessitate a major change in operations. The conductor will need to be in the WP Store before and between runs, to assist with the release forms, and to use the ticket punch to validate tickets of passengers as the releases are signed. The train crew will need to verify all passengers, or groups of passengers, have validated tickets.

The Mechanical Department continues to make progress on the RAL fleet, taking advantage of the shop and the pit, despite the weather. SP 2873 is getting much long-overdue attention, and should be even more reliable this season. Other work goes on as schedules allow.

The MofW Department is formulating plans for track work prior to the season. We have some issues that must be dealt with this spring, and that is where the focus will be placed.

With the recent return of winter weather, I have made contingency plans to make the rotary set available, if that should be necessary. There is quite a bit of work involved to accomplish this, but if the need is there, we will find a way to get it done. We still have an urgent need for new locomotive batteries, and we will be reminded of this with the next failure of any batteries in the RAL fleet, since replacements will have to come from the WP 2001. This will also be a potential issue in July, with the visit of the UPHS group. It will be in our best interest to put on the type of show we are capable of, with focus on our WP equipment. I am already mulling over plans and ideas for this visit, and am open to suggestions.

I would also like to have everyone consider some upgrades to the WP Store, to make it more usable and comfortable year-

round. Repair of the external roof area, to stop the leaks; insulating the ceiling surfaces; coating the windows with film (interim fix to replacing windows with dual-pane glass); and installation of a couple of ceiling-mounted HVAC units, would go a long way to making our store a more pleasant place to work and shop. I think that this scope of work could be done with a reasonable budget, and would pay off big for us. I'm open to ideas (and criticism, to a point).

I also spoke with our attorney regarding the refusal of two Directors to sign the Confidentiality Agreement, providing him with a copy of the Agreement, and the response for not signing the Agreement submitted by Director Monger. He is of the opinion that such a document (the Agreement) is necessary, and should be signed by all candidates for Board seats as part of the election process, prior to them taking a seat on the Board.

As for our specific policy, he did not see any problems with it, as written, and suggested that, if some Directors do not agree with it, they should come up with a suitable document themselves and submit it to the Board for approval. As for their refusal to sign the existing document, he stated that it is a discrepancy in their fiduciary responsibility to the organization as a Director, is in bad faith, and is a divisive stance on their part. He stopped short of defining their actions as Director misconduct.



Energy Efficient

In an effort to improve reliability and efficiency, some items around the museum have been replaced and upgraded! This new energy-efficient water heater replaced an aging one in the machine shop.