

FRRS President's Report - September 2016

— Steve Habeck, President FRRS

Railroad Days was again highly successful for the WPRM. While the crowds were down from last year, possibly due to the timing of the event (late August), we still did good business, grossing around \$6300 for the four days (the event started on Thursday, the 25th, with the visit of Congressman Doug LaMalfa and his staff; we ran the caboose train, and gave the Congressman an opportunity to run the 2873, and he held a town meeting that evening in the shop). We also had a private meeting with the Congressman and his staff, representatives from the city and county, and Big Fish, where we presented a program of future plans expertly put together by Eugene. During the presentation, the Congressman attempted to stump us by asking detailed questions about various railroad features he was aware of (it turns out he is quite the railfan), but Eugene had the answers to all the Congressman's questions without hesitation, with amplifying information provided on some answers by Greg and myself. The Congressman seemed satisfied that we were genuine, knowledgeable historians, with plans and experience on hand to make the Museum grow. The other attendees at the meeting all agreed that we represented ourselves very well.

Friday was the buildup to Railroad Days, with another day of caboose trains, model railroads in the shop, and Gary Van Tressse on the dock with his live steam trains. Friday also saw the finishing touches applied to SP 4706 (Christine), with Leisa, Greg, Loren Ross, and Burr Wilson putting on the large lettering and heralds in the shop, then admiring their work as the train crew pulled it out of the shop, to be added to the caboose train. There is coverage on the web site of this event.

Saturday saw WP 1503 brought in to handle the caboose train, which ran with 6 hacks for the weekend, including Christine. The crowds were good, and the trains ran quite full most of the day. Book author Janet Dawson was also on hand to sign copies of her two CZ mystery books. Tasty sandwiches were prepared by Ken Chapin

for the volunteers on Saturday and Sunday; Ken also bought and donated all the supplies for the sandwiches as well. The sandwich boards that Tom and Eugene made up last year were brought out and set up, and Eugene gave tours of equipment, including the Sweetwood, rotary, WP 484, troop sleeper, diner and baggage car, WP 501, and the business car UP 105. Unfortunately, I was unable to get through the UP bureaucracy in time to get any heritage units for display, but I did learn how to navigate the maelstrom for next year, with help from the Superintendent of Locomotive Operations at the Harriman Center. Sunday was nearly as busy as Saturday, for us, until late afternoon. Things up at the City Park died off early, but we continued to have visitors. By late afternoon, things were nearly back to normal in the shop, and another Railroad Days (the 34th) was in the books.

In the two weeks preceding and including Railroad Days, a check of the log book shows lots of people who showed up to help prep for Railroad Days, and helped make the event run smoothly. Charlie Spikes, Loren Ross, Bil Jackson, Michael Giarritta, Burr Wilson, David Epling, Steven Parry, Fred Elenbaas, Alex Wilson, Greg Elems, David Elems, Ethan Doty, and Rick Gruninger are all names that show up multiple times; Elise and Jean in the WP Store, and I'm sure there are others (like myself), who helped preserve the spirit of the "Willing People". My thanks to everyone, mentioned or not.

As I write this, the fall steam work session is well underway. Issues brought up regarding crane and operator qualifications have been dealt with, and work is proceeding smoothly, all things considered. According to the plan, the tender cistern will be placed on the tender frame on Saturday morning, when the crane arrives; the crane will then be used to pick up the trucks and fuel tank that are in the way on the east end, placing everything on a flatcar for storage, and to clear the clutter at the east end. It should make for a much better appearance as visitors enter the Museum grounds.

We received a notice for a probate hearing in Chico regarding the estate of Bruce Yparraguirre

that was held on September 6th. Attendance was not required by us, but I set out to go. Unfortunately, I got caught in traffic congestion, road closures, and confusion coming down Jarbo Gap due to the Saddle Fire, and by the time I got to the Courthouse in Chico, the hearing was over, so I got back in my car and went back into the traffic mess and went back up the gulch.

Speaking of court hearings, David Ludington informs us that the preliminary ruling by the court regarding Morgan's stuff is in our favor, but Morgan's attorney, Brian Whipple, has apparently moved, and the notice of the hearing was returned to Ludington. We may have to have the hearing rescheduled once Whipple has been notified, or the judge could just let the preliminary ruling stand. I believe this is a delay tactic that was planned by Morgan and Whipple. I saw Morgan heading to City Hall last week, and he smiled and waved at me as I drove by.

Bank of America is closing their Quincy branch on November 29th. I have submitted an agenda item regarding this issue.

Preliminary planning for the Santa Trains is also underway. This will be our 25th year doing Santa Trains, and we are hoping to out-do last year's success. There will be at least 7 cabooses in the train this year for added capacity (we had to make people wait last year). I am also looking at adding Fridays to the schedule, to help spread out the crowds, and possibly do more business. I realize volunteers are the key to making this work, and I'm hoping I can get more people to commit some time to this major event.

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## **FRRS President's Report – Oct 2016**

– Steve Habeck, *President FRRS*

Things are winding down from the steam work week. The tender cistern is on the tender frame, back in the shop. The work was done by a crane from Bragg Crane out of Reno. While we had the crane, we got the ALCo trucks, power car trucks, and the MRS fuel tank loaded onto a HTTX flat. The whole area looks much cleaner, especially after Charlie and Bob Sims cleaned up the area

where the sandblasting took place on the cistern. We used 1 hour of crane time to accomplish this work, after lifting the cistern, which took only about 15 minutes.

While the steam work was ongoing, some enterprising individual decided to remove the 12" SP Sunset logo off the south side bay of SP 4706. I can only hope it was badly damaged during the removal, or folded up on itself after the clown got it off. The 12" SP Sunset logos on the bays of the SP 4706 have since been replaced with 16" logos, at my expense. Also, I will be applying a finish coat of matte finish to the brown areas on the caboose to protect the paint and lettering.

Ken Chapin is no longer at the Museum. He left last Wednesday for Coffeyville, KS, on a Renzenberger transfer arranged by David Epling, who has Ken's keys (which I will acquire). I found the lounge car to be in presentable condition, with floor mopped, trash dumped, and refrigerator emptied. I will leave the final inspection of the facilities to Rick Gruninger. I remind everyone that we need to ensure the place is secure, with doors locked and the gate locked, if you are the last one on the property.

WP 917D is acting up again; it will not load. We have rescheduled and modified several RAL's recently due to it's issues. Ethan, 1L, and I spent a lot of time today running tests with 917 MU'ed to the 2873 to try and pin down the problem. We have found that the problem is in 917's power circuits, since the control system will run the 2873 just fine, but the 2873 cannot make the 917 load. I am suspecting interlock contacts on the starting contactors as a possible cause.

Work has been progressing on the Pumpkin Trains. I have also already started Santa Train preliminary work that can be done without interfering with the Pumpkin Trains.