

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.

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.