

## President's Report – September 2017

–Steve Habeck, President FRRS

My apologies for the tardiness of this report; those of you who have been around the Museum since before Railroad Days know how much of a zoo it's been around here. Additionally, my wife and I are trying to buy a house in the Portola area, and I have to make my Elko trips for Uncle Pete.

Railroad Days 2017 was successful for us, although our income was down considerably from the previous two years. As you can see from the website, we had two UP units on display (not the two I wanted, but that's another story). We had to spend many man-hours cleaning these units prior to display, but they looked great when done. We also staged photo ops with the MoPac unit and our MoPac caboose, with it's fresh graphics provided by Eugene, and applied by Loren Ross and Janet Steeper, and the UP 3014 with our UP 25283 caboose (why? because we can). Once again, the Fire Dept. dropped the ball in supplying bodies for the tram, so we wound up doing it again, all day, both days. Thanks to David Epling's son-in-law, Kris Kumanchik, who has run the tram previously, he showed his parents (Darryl and Karla Kumanchik) how it's done, and they enjoyed doing it for us; to the point that they told me to go tell the Fire Dept to pack sand, and they would be back next year to run it. Done deal. The Railroad Days committee plans to have a postmortem meeting soon, and I will be there; they aren't going to like some of the things I'm going to say. Additionally, after Railroad Days, one of the UP Managers from Sparks called the Museum, first leaving a message, then calling back and getting nasty with Jean. This manager was out of line and not aware that the UP units had been released two days earlier; I have a statement from Jean, as well as the recorded message, and this is being pursued. I will not tolerate UP people trying to bluster and push our employees around, and the senior management of UP is supporting us on this.

Immediately after Railroad Days, we finished off the operating season with another blisteringly-hot Labor Day weekend, and then moved the Sweetwood into the shop for it's re-

dedication on the 9th. Work immediately started on this car to get the lights working, and to clean the car up. It is obvious that the car suffers from being outside, due to roof leaks. This will be followed by running the rotary for a film crew from the UK on the 16th, while the steam work week is in progress. Evaluation of what it will take to run the rotary is in progress, and we have a plan. Already, Pumpkin Trains are looming on the schedule. Who says our season is over after Labor Day?

While all this was going on, Roadmaster Greg Elems was busy with his dedicated crew working on our balloon track all summer. See his report; all these people deserve our greatest thanks and admiration for accomplishing this work during the hottest summer on record.

Our loan from Plumas Bank has funded; Susan Scarlett has been directed to retire the credit card bill on the next billing cycle. We will be discussing possible purchases and expenditures at this meeting. From my perspective, valid purchases would include a new, larger, and quieter generator; two light plants; another set or two of locomotive batteries; the Mechanical Department wish list (see the CMO report); Pumpkin Trains needs, and some Santa Trains needs (replacement/additional lights, on-demand hot water dispenser for the baggage car). A new item for consideration is the repair/replacement of the roofs on the UP 105 and the Sweetwood; they would not need to be kept indoors. GGRM replaced the roof on their ex-SP business car "Oakland" in 2006 while we were there helping them prepare to move; the contractor they hired took about two weeks to complete the work, and they said it cost about \$10,000.

Chris Skow brought a tour group to the Museum late in the afternoon on Sunday, September 3rd, and they were shown around by me. Chris provided a significant donation to the FRRS for this tour, and is also signing up to be one of our corporate sponsors. Chris was a founding Director of the FRRS, and has supported us since the beginning. We welcome Chris and his Trains & Travel International as a sponsor.

The two museums in Arizona that want two of our beet cars are in the process of arranging transportation and cranes for the movement of the two cars. I have been provided with the contracts for both cars, and they will be available for review at the meeting. I believe all our concerns and issues are properly addressed in these contracts, and I will sign and return them after your review, if there are no issues.

I have not listed everyone by name in this report who has contributed to our success this season, but that in no way means your contributions are not appreciated. I cannot thank everyone enough that contributes to the success of the FRRS/WPRM, no matter how large or small the contribution of time, money, and sweat is.

## Roadmaster's Report – Aug 2017

–Greg Elems, Director/Roadmaster

Lots of work has been done on the tie renewal project and as of Friday noon we had 5 ties left to spike but under the rail. Once they are spiked I will allow RAL's and the caboose train full run of the balloon at 5 MPH. Even though the balloon is open, I will still plan on doing the Monday, Wednesday and Friday work sessions up till the Wednesday of the 23rd. That would allow us to take care of some spots that could use the TLC and that haven't given us trouble yet.

I have made contact with 2 contractors, H&H Engineering and Industrial Railways. I have a 3rd person yet to contact in Fernley, NV. The question to be answered about them is, are they licensed to work in CA.

Industrial Railways is currently doing work in Truckee CA and sent Steve St. Pierre over on the 9th to look at our track. Since both companies are busy with projects they wouldn't be able to do anything before Railroad Days. I have not heard back from either but they have our information and seem to be willing to work with us. H&H has photos of our track and will decide if they need to inspect in person before letting a bid out. H&H did give me a ball park number of 23k for 1000' of track work for 3 days. Typically \$140 a tie is the going rate for rehabilitation. But that includes all costs such as per diem for

the workers, insurance and equipment needed. If they bring in ballast that would be above the work price.

With the balloon open for railroad days, the need for the contractors has lessened considerably and now I'm of the mind to bring them in for spot tie replacement on the balloon from Malfunction Jct to the Milward switch. At that time they would also relay the outside rail on the balloon and install our track oiler at the apex of the balloon on the new rail. The conclusion of their work on the track would be proof tamping of the track which essentially is using the existing ballast and leveling the track.

Roger Stabler has gotten the museums tamper repaired and will replace the two motors missing on the tamping fingers at a future date. Charlie Spikes and Bil Jackson I believe got it running. Roger did some testing of the tamper and it seemed to do a good job, minus the 2 motors needing to be replaced. As it stands now, we could tamp track one way, turn it and tamp the other direction and it would do a complete job.

A discussion needs to be held on the contracting of rail replacement. Both contractors understand we have the rail and oiler and that it would be just a job of doing the heavy lifting for us. Once I get some numbers from them I would like to compare their offers and try to get them out in the balloon during September before the Halloween express train runs. Both seemed to feel they could schedule the work at that time.

I have had some phenomenal help from Loren Ross, Bil Jackson, Don Nelson, Roger Stabler, Ethan Doty, Jason Peterich and David Elems. Eddie Powell and Dick Couden also gave time and effort in the work. We are all sore as heck from this work so the laying of rail by a contractor would be a good idea as far as I'm concerned.

The work of remaining tie replacement and tamping would be worth it and they would be in and out in less than a week. Once that is done, we can concentrate on small projects and have a balloon track with the 10 mph speed limit again and a good railroad for the 165 to run on.