

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.