

President's Report – June 2018

– Steve Habeck, President, FRRS

We have all been really busy so far this season, with the Convention, Steam Work Week, the Light The Fire dinner, and starting our train ride weekends. Much work had to be done on our RAL fleet to get them up and running; Bil Jackson and Ethan Doty stepped up to get things done. I have been saddled with a lot of administrative stuff for the FRRS, as well as more health issues. We still have a lot on our plates that is needing to be done soon; The folks at Western Rail want to get their GP30 ready for transport to their shop, which involves the use of our derrick. I have to find a time when we can support using the derrick, and get Western Rail notified in advance so they can get here when we're ready. This is becoming an important issue; Todd at Western Rail wants to get going on this ASAP.

The Light The Fire dinner was a great success; great food, great company, and a great down-home talk by our guest speakers, Steve Lee and Doyle McCormack. Thanks to Steve and Doyle for accepting our invitation, to Longboards for the food, and to the caterers that saved us a lot of setup and tear-down work. I also want to thank those who went out and sold tickets, and to Roger Stabler and Bob Sims, who bought blocks of tickets so all the Steam Crew could attend, making the event a success. Of course, Mike and Patty from Big Fish had a lot to do with this, too.

Joe from All Metals Recycling has been after me again for junk batteries, so when I get the chance (my used-to-be 3 or 4 days off between trips has degraded to one day or so), I'm working with Ethan to cull more dead batteries from our piles of them, and setting them aside for pickup. All Metals Recycling will pick them up, and pay us for them; all we have to do is identify the



Steve Lee and Doyle McCormack spoke for over an hour at the Light The Fire Fundraising Dinner. We see them here just getting warmed up. A lot of history and time behind the throttle of a steam engine.

–Greg Elems Photo.

dead ones and gather them up, which we are doing as time allows. Ethan is also busy with the RAL scheduling, gathering and taking out the trash every week, keeping the Z-scale railroad running, and helping KC with the computer systems in the WP Store (the transition to the new Vend system is proving to be problematic).

Now that we are open and running, our income is improving; unfortunately, the demands on that income are increasing. We are paying higher premiums for our liability insurance, fuel and oil costs are rising dramatically, and KC needs to restock the WP Store. We are also obligated to pay for one of the murals being painted up at the plaza, as Eugene keeps reminding me. As far as fuel and oil goes, I have set up an account with Hunt & Sons, based in Sacramento, with an office and distributorship in Quincy. Ken, the manager in Quincy, has already contacted me, and is anxious to work with us. He has given me a quote on diesel fuel that beats Flyers by 40 cents per gallon. I have also received a notice from our D & O (Directors and Officers) insurance that says they intend to cancel our policy on 8/28/2018, but that they are agreeable to renew, subject to new conditions, one of which is a premium increase of "greater than 25%". This is the insurance that is supposed to be paying our legal bills in regards to our legal issue; a problem has arisen there, too, that I am working on with our agents at Deeble.

Another thing I keep forgetting to mention is that the Central Coast Chapter, NRHS, has a trip through the Sierras and the Nevada High Desert scheduled for October 19-22, 2018, which includes a stop here at the WPRM early on the morning of Sunday, October 21st. Their advertising says we will have train rides, cab rides, and tours available. I wish someone had told us about it before they scheduled it. They plan to leave by 11 AM to head down the Canyon by bus. Of course, we have Pumpkin Trains scheduled for that day, so we should have people available, but I would have liked to have been contacted by someone before they made up their schedule. We'll have to have an early start that day for this group. Nothing was mentioned in their flyer about costs, but we're not doing it for free, believe me. We will use what we have set up for the Pumpkin Trains for

this group, as much as possible. I'll try and get a better idea of what they are expecting and let everyone know. I will also tell them to bring money.

Loren, Ethan, and I replaced the batteries in the 2873 with the new set of singles that Roger Stabler helped us buy last summer. The uni-pack on the engineer's side of the 2873 was failing, so we had to make the change. Loren and Ethan found out first-hand how much of a pain it is to install singles, instead of uni-packs. With the change-out, 2873 starts easily, and no longer needs to be near a charger, hoping we can get it started. We now have no spare battery sets; we have the one good uni-pack from the 2873, which is in the battery house.

Seth Adams has been working again on the 501; he has plans to try and start it on his next visit. He has done a lot of nasty work cleaning and repairing long-term problems with this little engine, and it would be nice to get it running. He will need two barrels of new oil for it, once he is done with the crankcase flushing process, using the fuel-laden oil we took out of the 2001 as a solvent to clean the grunge out of the crankcase. I just bought two barrels of lube oil, but they are intended for make-up oil for the RAL fleet. We will get him the oil.

A couple more Light The Fire donors need to be mentioned. Mark Jon Bluth, a Life Member from Saratoga, CA, sent us a note earlier this year that he could not attend, but included a check for \$500. Also, the local barber, Steve Betts, who owns the Portola Depot Barber Shop on the corner of Gulling and Commercial, as well as the East Quincy Barber Shop in Quincy, committed to buying tickets for the event, but then had to go out of town that weekend; he donated \$100 since he couldn't attend.

Ethan and I started the process of converting more shop lighting to LED's. We changed out all the lights in the WP Store, as well as the work room in the back of the store, the Storeroom, and both restrooms. The changes are very noticeable, especially the restrooms and Storeroom. This process will continue, and will include the overhead shop lights. Stay tuned.

Once again, I must express my thanks to all those people that make this place run on a daily basis: Ethan Doty, Charlie Spikes, Bil Jackson, Duane Vander Veen, Loren Ross, David (Fritz) Elems, Greg Elems, and Jean and KC in the WP Store. I just haven't been able to be here anywhere near as much as I feel I should be, but these people are getting it done.

Paul Finnegan's work with the website must also be recognized, even if he is a nuisance about getting updates to him. Eugene Vicknair has broadened our exposure with his efforts, and is always looking outside the box. Kerry Cochran and Paul Finnegan are also finishing up a 10-day stint at the Museum, reminding themselves that there is no end to the work around here. My deepest gratitude to all, named and unnamed, with no slight intended if I missed you.

Superintendent of Ops Report—Spring 2018

—Loren Ross, Sup. of Operations

After a fairly mild winter, the Western Pacific RR Museum is again open for business!! Over the winter, I was involved in planning for this year's events, starting with Crew Training. So far we have 23 folks signed up for this year's training. There are a lot of new things added this year, with some new bulletins and operational plans for all to learn. I'm really looking forward to the training sessions! Paul Finnegan has offered to provide a BBQ lunch for the students, so don't worry about bringing anything for lunch.

We've also begun operating RAL's. There is still a maximum track speed of 5 MPH, especially on the balloon loop, as there is still a fair amount of track work needed to get things back to 100%. Roadmaster Greg Elems will be scheduling some track work days, and it would be great if everyone could come and help with this much



Norm Holmes was able to attend the Light the Fire Fundraising Dinner.

—Greg Elems Photo.