

PRESIDENT'S REPORT
June 2017 Meeting

Steve Habeck

It has been a very trying and disappointing start to our operating season in 2017. I simply cannot keep up with the non-stop demands and requests for forms, reports, and whatever from at least 5 state and federal agencies in our efforts to get assistance in repairing the access road. At this point, I do not expect to get any assistance from any agency for access road repair. I can't jump through all these hoops with everything else I have to do around the Museum, support my job, and try and maintain my health.

I have prepared a report to the General Superintendent and Roadmaster on the track issue we have on the balloon, and repair plans are in progress. We do not have an estimate yet as to the return-to-service date.

We have suffered a sucker punch to the gut with WP 1503. While preparing it for opening weekend service, a rupture in one of the older radiator cores (NOT the ones we replaced) was discovered, taking the engine out of service indefinitely. I am extremely disappointed in this discovery, to say the least. I had planned on expanding use of the 1503 this season, until now. New cores will set us back around \$10,000, plus the time and labor involved for the work.

Thanks to Charlie Spikes, who found a guy online that came to Portola and relieved us of most of our junk batteries, and paid us \$800 to boot. This gets rid of a very nasty eyesore on the property, which I had been concerned with for a long time. I had to intervene to keep them from taking my display batteries in the shop!

Although our finances are not where we want them, Leisa and her crew in the WP Store are making great strides in improving our income. However, I will need to order fuel very soon if we intend to continue to operate.

Also on income, I am working with Eugene and Patty from Big Fish to set up a fundraising catered dinner at the Museum in the very near future, to generate funds for the Steam program, and for moving the Carr-bell plow from the mill in Chester to Portola. We still may have an opportunity this summer to get a crew from Wahsatch (Steve Lee's group) to put in some time on the 165, if we can get the funding.

I have also spent a lot of time in applying FRA Part 224 delineator striping on various cars at the Museum, at the behest of UP, to get cars we need to store on the West Pass into compliance. This project is almost completed for what has to be done immediately, but more work is ahead. As part of this, I have ordered a case of 3M California-legal glue remover to facilitate removing the glue residue from the 1503 and other equipment that will need it (so the 484 can be re-done properly, for example).

Finally, kudos to CMO Bil Jackson and the Mechanical Department for the reliability of the RAL fleet so far this year, and for the quick turnaround of the 1100 this week, getting it back in service. Their plans for the rest of the fleet continue as time allows.

Enjoy the Annual Meeting, and the new grill Charlie Spikes obtained and set up. Let's see what the attending members want to see and have to say on how we're doing.