

Mechanical Department Report January 2019

- Acting CMO DS Elems

We are down to two (mostly) operable locomotives for our standard rental plans. While SP2873 and QRR1100 are definitely getting tired, they have, and continue to, soldier on despite minimal and deferred maintenance.



This is a quick update of the status of the locomotives in our fleet: WP917 will need extensive work before I'm willing to release it back into operation due to safety concerns, the same goes for WP608. WP921-D needs a frame truss repair and is worn out to the point of needing an overhaul. WP2001 is pretty much good to go and is quite reliable other than the radiator leaks which we can manage for the moment. WP707 just needs injector work. Ethan Doty has gone through our box cars and located some Westinghouse traction motors of the type used in the USA1857, so we may have another solution for the issues plaguing the #1 traction motor on that unit. All WP1503 needs to get back in service is radiator work. The Baldwin AS-616's may have only a few minor issues keeping them from being returned to service, but in-depth inspections should be done to them just in case. The same can be said of WP512 in addition to the needed wheel work, though in that vein all of our locomotives are in need of some form of wheel truing at this point.

In short that breaks down to two locomotives currently in service, three locomotives in need of some level of overhaul before they can safely operate, four locomotives that are operable or practically operable with minimal effort, three locomotives that need comprehensive inspections and potentially fall somewhere between the two prior categories, and all locomotives in need of some form of wheel work.

Additional information is available in my full January report that is available on the society's website on the Minutes & Reports page.

WPRM Marketing Strategy Meeting

- Eugene Vicknair



Goals: Identify & determine revenue streams and missed opportunities.

Eugene Vicknair met with Michael & Patty Clawson of Big Fish creations on January 2, 2019 to identify the largest revenue generators and maximize marketing efforts to enhance the monetary outcome. The secondary goal was to identify any missed opportunity to help increase revenue.

INCOME SOURCES

As reported by Eugene Vicknair, major income sources for WPRM in 2018 were as follows:

1. Run-A-Locomotive Program \$39,935
2. Store sales \$30,000
3. Admissions \$24,500 (not including Pumpkin or Santa Trains)
4. Membership dues \$19,880 (exception of life members)
5. Member donations \$25,869 (random)

Goal – determine of the revenue streams how to increase dollars and generate income initially during winter and spring months – and long term.

Greatest opportunity for revenue sources during off-season:

RAL pre-purchase programs and membership.

"Volunteers Background Check" Up-Date

While processing a background check, Verified Volunteers has informed us that in some cases there will be Source or Repository fees that are mandated fees that are required by some states in order to pull a report from a jurisdiction/county. If the candidate has lived in one of these states, a source fee will be added to their background check order. (i.e.: Washoe County, NV. an additional \$7.00) Should you have any questions about these fees, please contact Kerry Cochran (backgroundcheckadmin@wplives.org).