

PRESIDENT'S REPORT

submitted February 2015

1. RPCA Convention

Steve Lee and I attended different seminars at the convention. Of note, were the FRA regulation changes that affect us. New exemptions are coming on line to help with things like glazing rules and reflective striping for equipment. Also, the 50 year rule regarding freight cars in interchange service for non revenue movement. Changes to the time allowed for different types of brake valves for locomotive and passenger car. A change to the Steam regulations now requires that any 1754 inspection that requires the replacing of tubes, a one year clock begins when the first one is installed. And you have only one year to have them all in and ready for hydro.

We will have to begin inspecting/lubing the center plates on our cabooses used in caboose train service no less than every five years along with COTS and we now have to keep detailed records on this.

We attended a seminar on Cab units. The RPCA has had a small group within that is beginning to take off that keeps track of all cab units (E-F-PA-FA, F-40 and F-45). They will keep a record of who has what and what kind of condition it is in. Also, starting next year this group, "CUPS", will begin giving classes on things like proper replacement of side panels on F units. Much to learn for our F fleet and we also have a lot to share.

Discussions about bringing in younger people to carry on the history and how to do that and the troubles some have had. I talked highly of Dave and Matt Elems, Ethan Doty and Bart Hansen. Interesting to note that many people spoke of young men getting involved until they found out what Girls were about. I noted that we had 2 young men that bring their girlfriends when possible and that has worked well for us.

Sunday, we hosted close to 100 visitors from the convention at the Museum. We opened up things that were not usually open and we had a great response from our peers. Thanks to David Elems, Greg Elems, Rick and Lissa Gruninger, Eugene Vicknair, Tom Carter, Alecia Lebreque, Steve Habeck, Steve Lee and Debbie Reynolds for their help. I was able to network with other organizations, and share information, including finding a source for Traction Motor Brushed for our FM US Army 1857.

2. With school starting again, our younger volunteers have less time, but still come up when they can and work on projects. We saw Ethan and Ali up for about a week before they went back to school, doing whatever we needed. David comes over when he can and works on the list of projects he has going. Of which, he and his brother Matt cleaned and rearranged the Ops office. Looks great and clean again.

3 Dave McClain and Dwight Whetstone have been up replacing a bad lower liner seal on the 1100. This is heavy dirty work, but this is also preventative rather than repair. This prevents the eventuality of water in the oil. David Elems is working on replacing the leaking fuel sight glasses on the Army 1857 and also found the need for new brushes. Again this is preventative work.

4. While Steve Lee was out for the convention, he brought Henry Koenig also retired from the UP Steam crew. Henry will be doing the painting of the WP SW1500 1503 later in the spring, but also is going to teach Tom Carter and Greg Elems how to paint and prep. This will open the door for us to do our own painting of our equipment professionally and at lower cost than paying a contractor.

5. I have finally submitted the paperwork to the EPA for our Waste Oil generator permit. This will allow us to sell our waste oil to a proper company and get it off our property. The hold up here was changing of forms for the State and Fed, and then getting the proper code for our operation. We should have that by next week and at no cost.

6. I continue to discuss the sale and movement of the O&NW AS616 to Hines Oregon. They are raising the money, but the UP won't give them a free move. So they have to pay for that also.

7. The big White Fork lift is in the shop for the winter while I and David go through it fixing all the little things, like leaking hydro rams and brakes, giving a tune up, fixing belts and filters, and removal of the gas tank for cleaning.

I think that covers last month's activities.