

FRRS President's Report

October 2016

Things are winding down from the steam work week. The tender cistern is on the tender frame, back in the shop. The work was done by a crane from Bragg Crane out of Reno. While we had the crane, we got the ALCo trucks, power car trucks, and the MRS fuel tank loaded onto a HTTX flat. The whole area looks much cleaner, especially after Charlie and Bob Sims cleaned up the area where the sandblasting took place on the cistern. We used 1 hour of crane time to accomplish this work, after lifting the cistern, which took only about 15 minutes.

While the steam work was ongoing, some enterprising individual decided to remove the 12" SP Sunset logo off the south side bay of SP 4706. I can only hope it was badly damaged during the removal, or folded up on itself after the clown got it off. The 12" SP Sunset logos on the bays of the SP 4706 have since been replaced with 16" logos, at my expense. Also, I will be applying a finish coat of matte finish to the brown areas on the caboose to protect the paint and lettering.

Ken Chapin is no longer at the Museum. He left last Wednesday for Coffeyville, KS, on a Renzenberger transfer arranged by David Epling, who has Ken's keys (which I will acquire). I found the lounge car to be in presentable condition, with floor mopped, trash dumped, and refrigerator emptied. I will leave the final inspection of the facilities to Rick Gruninger. I remind everyone that we need to ensure the place is secure, with doors locked and the gate locked, if you are the last one on the property.

WP 917-D is acting up again; it will not load. We have rescheduled and modified several RAL's recently due to it's issues. Ethan, 1L, and I spent a lot of time today running tests with 917 MU'ed to the 2873 to try and pin down the problem. We have found that the problem is in 917's power circuits, since the control system will run the 2873 just fine, but the 2873 cannot make the 917 load. I am suspecting interlock contacts on the starting contactors as a possible cause.

Work has been progressing on the Pumpkin Trains. I have also already started Santa Train preliminary work that can be done without interfering with the Pumpkin Trains.

Due to the Weasel's attorney apparently moving with no forwarding address, and therefore not being able to be notified, the hearing has been rescheduled to October 12, although the judge's preliminary ruling is that he failed to comply with the terms of the agreement.

I am also dealing with a failed transmission in my car, so adjustments have had to be made to accommodate this problem. I will be getting it towed to a shop tomorrow, probably in Reno. I didn't need this.

Steve Habeck

President, FRRS