

FEATHER RIVER RAIL SOCIETY

DATE: May 2021
ITEM: Director / Vice-President Report
FROM: Steve Habeck

I have spent a lot of time in the past month researching various solutions to needs around the Museum. These things I have come up with are most likely not the definitive answer (except for the batteries), but it gives us a starting point for identified issues to deal with. By the time of the meeting, I may have more items for discussion to report.

Item 1 Rebuilding of Vista Flat WP 8514

Last month we dug out Vista Flat WP 8514 for evaluation for rebuilding, to be used again in the caboose train. This car was originally built in 1918, and was converted into a Vista Flat in 1984 by myself and Odie Lorimer. Over time, the sub-standard wood we used (warped wood donated by the mill in Quincy) made the car unusable, and it was removed from service. The car was placed near the shop, and demo of the existing wood was started. Due to insufficient communication and differences in opinion, work was soon stopped, and I won't let it continue until we decide how the car will be rebuilt, including layout, stairs, wheelchair access, and whether or not all new lumber will be used. I do not profess to be a woodworker, but I can proceed with direction if a plan is developed. So, the next step is to get a consensus on the car's rebuilding, including all the items mentioned. Also, lumber prices now are ridiculously high.

Item 2 Barricades and Signage for restricted areas on the property

I have found in the U-Line catalog suitable products for the barricades and signs I would like to put up to restrict access to certain areas on the grounds. Please refer to the attachment from a page in the U-Line catalog, lower section, "Portable Safety Barriers". In order to secure the worst problem areas, we would need 35 of these barriers, at \$103 apiece (\$3605, plus shipping). I can more easily describe the areas to be barricaded at the meeting. I am also including a 100' roll of red plastic safety chain from U-Line (\$80) to secure ladders and handrails from public access (UP 6946, the derrick boom car steps, and the derrick outrigger pads that I have moved next to the derrick on the north side (between tracks 1 & 2)), for starters. I can also get 12" x 18" aluminum signs from U-Line (\$26 each) for placement on the chains and barricades. I realize there are other places these items can be procured from, but U-Line now has a warehouse and distribution center in Reno, and we have an account with them.

Item 3 Safety Railings on Loading Dock

Please refer to the same attachment I used in #2 above. At the top of this page (I apologize for part of the page being cut off) is an example of safety railings with compatible mounting sockets, again from U-Line. Also refer to my rough sketch of a proposal for installing the railings. Remember, this is just a proposal; I haven't heard of any other proposals that have gone this far (that doesn't mean there aren't any; sometimes I'm out of the loop). As seen in the attachment, these railing sections come in 3, 4, 6, 8, and 10-ft. sections (yellow powder-coated ones), so setting up these railings can be done with some versatility. Using the perimeter I have on my sketch, the cost of materials needed would be about \$2847, plus shipping. While this may not be our answer, something needs to be done to secure the dock.

Item 4 Locomotive Batteries

For this, please refer to the quotation from Battery Systems of Reno. This quote sheet is for, from top to bottom, a set of 8 - 8" wide single batteries, a set of 8 - 11" wide singles, a set of 2 - regular size uni-packs, and a set of 2 - wide high-capacity unipacks. Please take note of the following: free shipping and delivery; quote good until 5/30/2021, and, of course, the prices. These are all for brand-new Rolls-Surette batteries that have a five year warranty. The best warranty I am aware of from other manufacturers is 2 years; most are only 1 year. To get these prices, we have to provide old cores for trade-in. This is not a problem; we have a Museum full of core trade-ins. If it were up to me, I'd buy them all, but, fortunately, it's not. But a decision on how to proceed is up to the Board.

Item 5 Graphics/Painting

Attached are the painting diagrams I have obtained for the UP Centennials. While our 6946 is not painted and lettered per this drawing, it does give us valuable information for the graphics, which I should be able to obtain from Jamie at Wild Hare Signs in Quincy, along with correctly-sized WP heralds (21 1/2"H x 24"W) for locomotive cab sides, and a color SN herald for the SN 1642 caboose. I also have a plan to clean up and repaint the seats on the platforms of the MoPac caboose; they're looking pretty ratty (just because I have nothing else to do, as we all know).

Other Items and Activities

D&D Roofing has completed the repair work on the roof of the north side extension of the shop building. We are now in the queue for the coating/sealing part of the process. The repair work took two guys who worked 6 hours straight on the job.

Plumas County had a free distribution of PPE on Wednesday, May 12, at the Portola City Park. I stopped by and was able to obtain 4 bottles of hand sanitizer, 12 boxes of 50 surgical masks (total of 600), and 8 boxes of 20 N95 masks (total of 160). These have been placed in the Board room with the other PPE materials we have accumulated.

While I'm on the subject of Plumas County, I have been in communication with the County's Probation Department regarding the vandalism incident we suffered back in March of 2020. They requested documentation for any repairs made, or estimates of damage done without recovery. I responded to this inquiry with the information we provided on the sheriff's report, which had our estimates of damage. Unfortunately, the County Probation Department, and now the County Court, want formal estimates from contractors for each repair that needs to be made, not our estimates. This means we need separate contractor estimates for the damage to the windows in the Silver Lodge, the switch shanty by the west 3 switch, the ambulance, and the Kennecott electric (KCC 778 - also known as Dynamo Hum). I am not aware of any local contractors that could take on this work, especially on the Lodge, except for possibly Plumas Glass in Quincy, and I'm not sure if I could get them to come up to the Museum to look things over. We need to have a response in to the Court by June 7th, and I haven't looked into this yet, due to all the stuff on my plate right now, including medical work starting up again.

I have contacted AmeriGas again regarding getting rid of their tanks, and, as I suspected, they were totally unaware that we are cancelling our account and service due to no local contacts. They wouldn't even let me leave a note that they need to call me when, and if, they come to pick up their tanks due to the gate being locked. Their tanks are not in our way, and have been emptied.

I compiled and submitted to HRA (Heritage Rail Alliance, of which we are a member) 11 pages of data on what we consider our operable locomotives, so HRA can compile our data with other museums to submit to the CARB (California Air Resources Board), which has initially proposed draconian limits and regulation on diesel engine exhaust emissions that could potentially shut down all heritage operations. Fortunately, HRA was able to get them to look at data from heritage organizations as part of the hearing process. The new regulations may have dramatic impacts on most diesel users (railroads and highway trucks); we'll have to wait and see.

I will be ordering supplies we will need for opening the Museum (paper towels, toilet paper, trash bags, etc.) toward the end of the month. I will also arrange to get both propane tanks filled prior to the steam work week (the north tank, feeding the archive car, ladies restroom, and the hot water heater, is just below 40%; the west tank, feeding the hot water heaters for the shower car, is (and has been) at 25%. These fills should get us through the entire season, and will probably cost about \$900.

I will be out of service for a couple of days early next week due to a medical procedure; I expect to be back by Wednesday, 5/19.

Steve Habeck
PT/VP

Location ID: 153001

QUOTATION

BATTERY SYSTEMS OF RENO/SPARKS

1056 Greg Street
US
(775) 358-3224

Sparks, NV 89431



Order Number	
4981142	
Order Date	Page
4/30/2021 13:35:09	1 of 1

Quote Expires On 5/30/2021

Bill To:

Feather River Rail Society
Po Box 608
Portola, CA 96122-0608
US
530-832-4131

Ship To:

Feather River Rail Society - 1222788
700 Western Pacific Way
Portola, CA 96122-8636
US

Attn: Steven Habeck

Requested By: Steven Habeck

Customer ID	Terms	Ship Route	Taker
1222788	Net 30		RRUSHING
PO Number	Quote		

Quantities					Item ID Item Description	Pricing UOM Unit Size	Unit Price	Extended Price
Ordered	Allocated	Remaining	UOM Unit Size	Disp.				

Delivery Instructions: Free Shipping & Free Delivery

8	0	8 EA			8-CH-23PR 8V, 4 CELL, RR STARTING	EA 1.0	749.9900	5,999.92
8	0	8 EA			8-CH-33P 8V, 890Ah,	EA 1.0	868.5700	6,948.56
2	0	2 EA			16-CH-25PR 32V, 16 CELL RR STARTING	EA 1.0	2,672.9800	5,345.96
2	0	2 EA			16-CH-33PR Battery Wet 32V	EA 1.0	3,421.5200	6,843.04

Total Lines: 4

SUB-TOTAL: 25,137.48
TAX: 0.00
AMOUNT DUE: **25,137.48**
 U.S. Dollars

WARRANTY VOID ON BROKEN BATTERIES ■ PRORATED WARRANTY

WARNING - POISON/DANGER CAUSES SEVERE BURNS ■ KEEP OUT OF REACH OF CHILDREN

Batteries produce explosive gases ■ Keep sparks, flame, cigarettes away

Ventilate when charging or using in enclosed space ■ Always shield eyes when working near batteries

Batteries, Wet, Filled with Acid, Corrosive, Class 8 ■ ID #UN2794, PG111 - Emergency # (800) 424-9300 CHEMTREC

CUSTOMER IS RESPONSIBLE TO PROPERLY PACK AND SECURE LOAD FOR SAFE TRANSPORT

HAZARDOUS MATERIAL LICENSE #136172 Batteries Disposed of at RSR, 720 S 7th Ave., City of Industry, CA 91764, EPA #CAD066233966

ATTACHMENT 2 MAY 2021 MEETING

RAMP TO DOCK LEVEL 26 FT

NORTH SIDE OF DOCK

(OFFICE CAR PLATFORM 82")
 OFFICE CAR DOOR 32"
 ARCHIVE CAR PLATFORM 36"

EDGE TO OFFICE CAR DOOR 15' 4"
 OFFICE CAR DOOR TO ARCHIVE PLATFORM 36'
 ARCHIVE CAR PLATFORM TO BARRICADE CORNER 10'

EAST SIDE OF DOCK (BARRICADE RECESSED 23' FROM DOCK EDGE) 25' (EDGE TO CONTAINER)

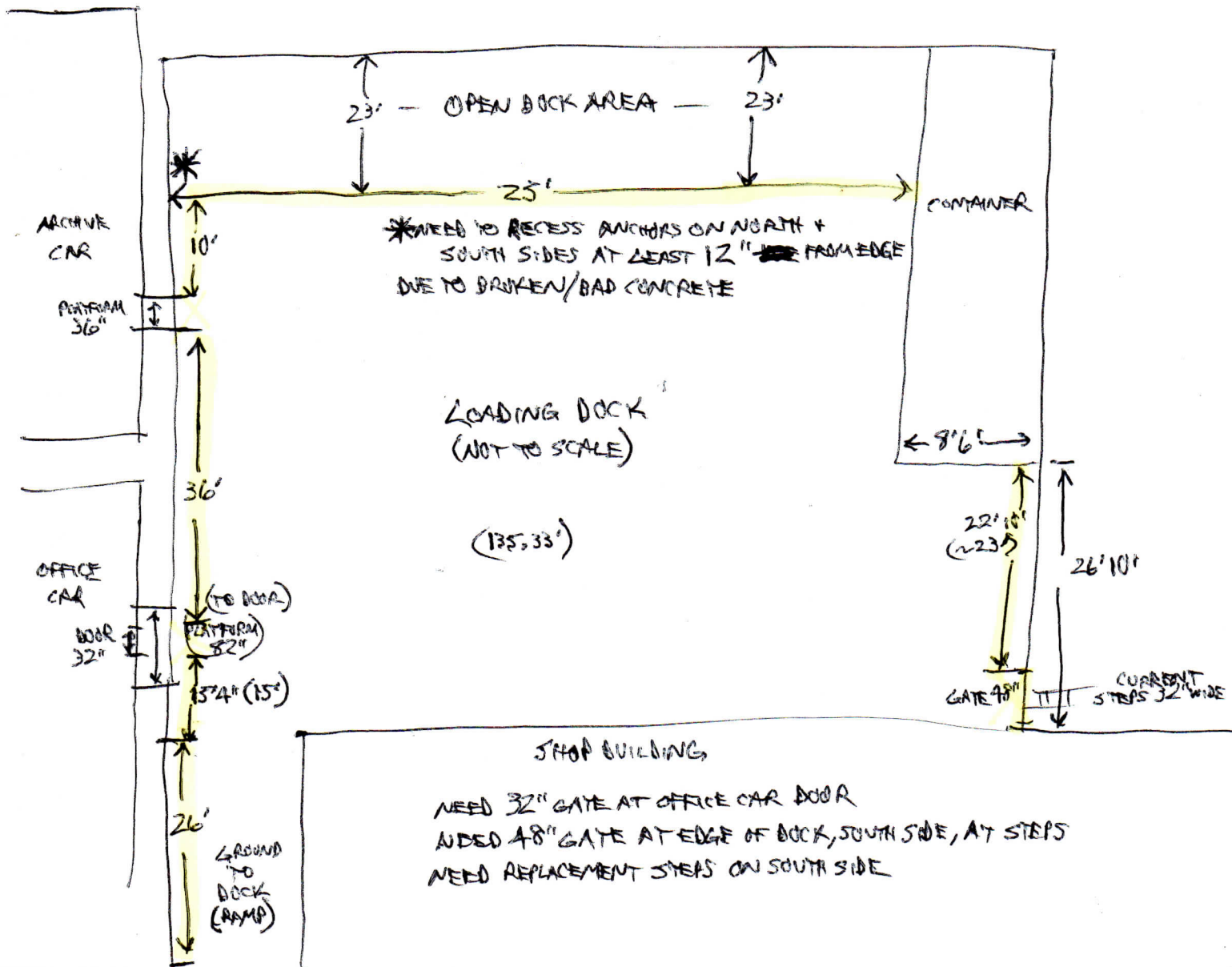
~~SOUTH~~ SIDE OF DOCK 26' 10" (CONTAINER TO BLDG)

(CONTAINER IS 8' 6" WIDE)

DOCK IS 44" HIGH IN CORNER BY CURRENT STAIR SET

BARRICADE GATE 48" WIDE

CURRENT STEPS 32" WIDE



SAFETY RAILINGS

INDOOR/OUTDOOR

employees safe on walkways, mezzanines and drop-offs.
Heavy duty 1½" diameter steel pipe with welded high midrail.

Powder-coated OSHA yellow for safety.

Aluminum – Superior corrosion resistance. Sleek silver finish for public areas.

SECTIONS

DESCRIPTION	LENGTH	HEIGHT	WT. (LBS.)	PRICE EACH	
				1	4+
Powder-Coated Steel	3'	42"	20	\$74	\$69
	4'	42"	22	79	74
	6'	42"	29	95	90
	8'	42"	35	105	100
	10'	42"	42	116	111
Aluminum	4'	42"	8	159	148
	6'	42"	10	190	180
	8'	42"	12	210	201

SHIPS VIA MOTOR FREIGHT



- Extend to any length and make turns with double mounting sockets.



MOUNTING SOCKETS

MODEL NO.	DESCRIPTION	MOUNTING PLATE DIMENSIONS	WT. (LBS.)	PRICE EACH	
				1	4+
H-4979	Single	5 x 5"	6	\$27	\$26
H-4980	Double	7½ x 5"	10	37	36

Sockets include 4 concrete anchors

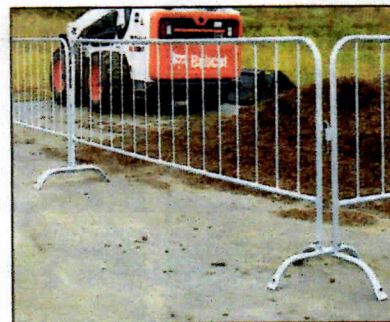
SHIPS VIA UPS



PORTABLE SAFETY BARRIERS

Temporarily manage foot traffic around job sites, festivals and sporting events.

- Barriers interlock to create long runs.
- Easy to set up and take down.
- Welded 1½" diameter frame with 5/8" diameter uprights.
- Removable feet for easy stacking and storage.



Flat Feet – Sit flush on ground to prevent tripping in high-traffic areas.

Bridge Feet – Keep barrier level on grass and uneven ground.



POWDER COATED – Safety yellow for greater visibility.

DESCRIPTION	FOOT STYLE	SIZE L x H	WT. (LBS.)	PRICE EACH	
				1	4+
Powder Coated	Flat	8½' x 40"	33	\$114	\$103
	Bridge		31		

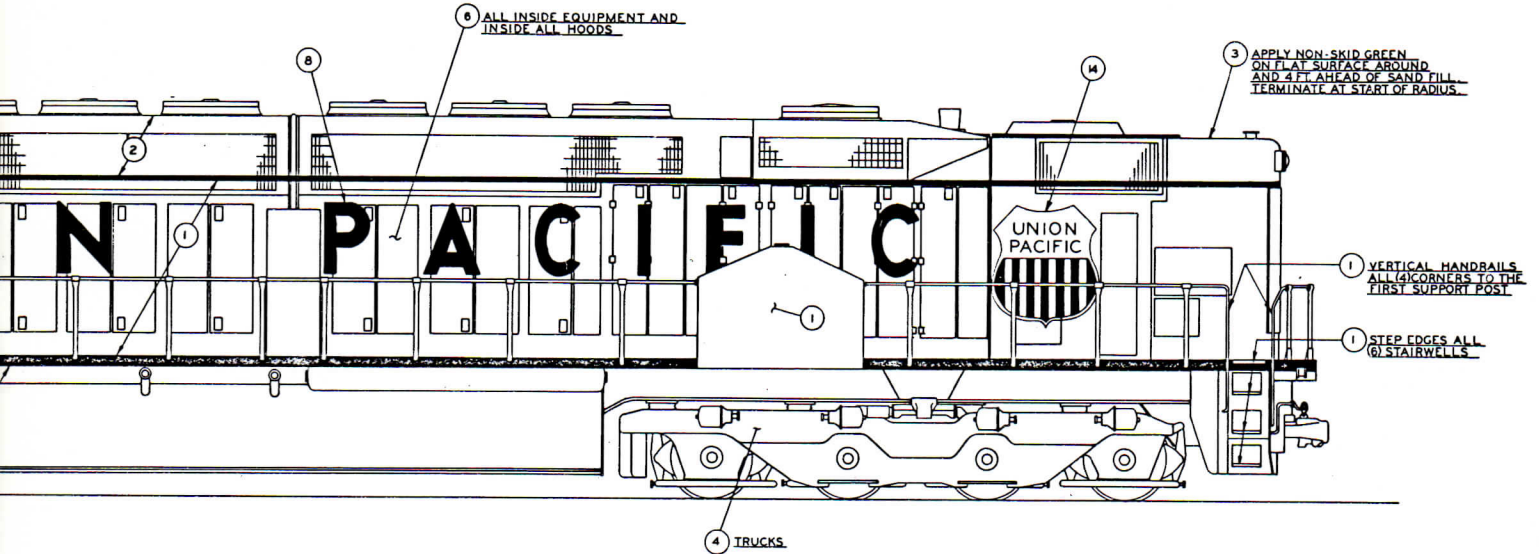
SHIPS UNASSEMBLED VIA MOTOR FREIGHT

GALVANIZED – Hot dipped. Excellent rust resistance.

MODEL NO.	DESCRIPTION	FOOT STYLE	SIZE L x H	WT. (LBS.)	PRICE EACH	
					1	4+
H-8270	Galvanized	Flat	8½' x 40"	35	\$124	\$114
H-7086		Bridge		33		

SHIPS UNASSEMBLED VIA MOTOR FREIGHT

DD40X

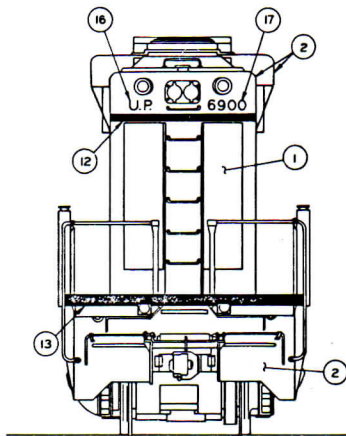
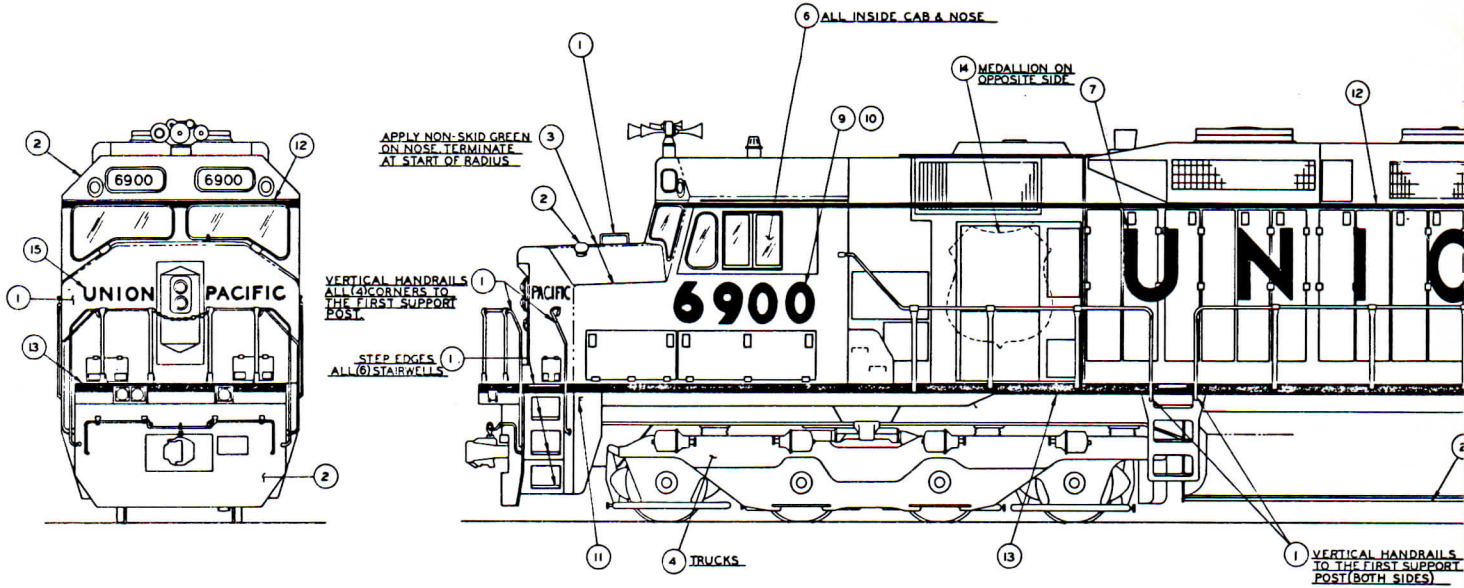


SPECIFICATIONS	
REFERENCE & DWG. NO.	TYPE
CS 22 NO. 181	ENAMEL
CS 22 NO. 182	ENAMEL
LX-1545 OR X-99	NON-SKID
CS 22 NO. 26	ENAMEL
CS 22 NO. 7	ENAMEL
CS 22 NO. 5	ENAMEL
SR 872-C LOT 39 DWG. NO. 356-ST-9122	RED SCOTCHLITE
SR 872-C LOT 39 DWG. NO. 356-ST-9124	RED SCOTCHLITE
SR 872-C LOT 39 DWG. NO. 354-ST-10044	RED SCOTCHLITE
SR 872-C LOT 39 DWG. NO. 354-ST-10045	RED SCOTCHLITE
SR 872-C LOT 39 DWG. NO. 350-ST-7036	RED SCOTCHLITE
	RED SCOTCHLITE
	RED SCOTCHLITE
DWG. NO. 353-ST-1054 & 353-ST-9128	
SR 872-C LOT 39 DWG. NO. 355-ST-7522	RED SCOTCHLITE
SR 872-C LOT 39 DWG. NO. 352-ST-9102	RED SCOTCHLITE
SR 872-C LOT 39 DWG. NO. 353-ST-7037	RED SCOTCHLITE

GENERAL NOTES:

- A. 3" RED SCOTCHLITE LETTERS USE 1/4" BLACK EDGING ITEM (5).
- B. 8" RED SCOTCHLITE LETTERS USE 1/4" BLACK EDGING ITEM (5).
- C. 6" RED SCOTCHLITE LETTERS & NUMBERS USE 1/4" BLACK EDGING ITEM (5).
- D. WALKWAYS & STAIRWAYS USE ITEM (2) UNLESS OTHERWISE NOTED.
- E. INSIDE CAB, ENGINE ROOM & BOILER COMPARTMENT USE ITEM (6).
- F. HANDRAILS GRAB IRONS & LADDERS ITEM (2) UNLESS OTHERWISE NOTED.
- G. LETTERS & NUMBERS TO BE THE SAME ON BOTH SIDES AND SPACED TO AVOID OBSTRUCTIONS ON CABBODY.
- H. 20" RED SCOTCHLITE NUMBERS USE 1/4" BLACK EDGING ITEM (5).

NOTE (A) CHANGED FROM 1/2" TO 1/4" BLACK EDGING. ADDED NOTE (H) CHANGED MAT'L SPEC FOR ITEMS B & G FROM 3M-580-85 PRE-MAK BPM-1 BLACK SCOTCHLITE TO SR 872-C LOT 39 RED SCOTCHLITE.				UNION PACIFIC RAILROAD CO. RESEARCH & MECH. STDS.	
K	18-3-8	JUC		PAINTING, LETTERING & NUMBERING	
J	12-18-80	PJ	REVISED & REDRAWN	DD40X	6900-8946
ISSUE DATE	BY	REVISION	CLASS	SERIES	DATE: 12-18-80
					DRAWN BY: PRJ CHECKED BY: JUC



MATERIA	
ITEM	COLOR
1	ARMOUR YELLOW
2	HARBORMIST GR
3	DARK GREEN
4	ALUMINUM
5	BLACK
6	DIESEL GREY
7	35" LETTERS (UN
8	35" LETTERS (PAC
9	20" NUMBERS (1-
10	20" NUMBERS (6-
11	3" LETTER "F"
12	3" TAPE
13	4 1/2" TAPE
14	60" MEDALLION
15	8" LETTERS
16	6" LETTERS (UP
17	6" NUMBERS