

Gotta impress everyone about money because we had a budget discussion and we're not doing very good. Didn't take the exact figures down as Jeff quoted them, but for the next quarter our projected income will be about \$1,000. Our expenses before we buy any materials or supplies for the layout will be about \$1100 and if we buy the materials and supplies that have been requested by the various department heads our expenses will be about \$1300. That would put us in the hole about \$300 for the quarter. But the income from the Open House is not included in the \$1000 so anything we make at Open House will help. Jeff usually does not figure the income from the Open House should all be spent in that quarter but should be spread out over 4 quarters. Point is, that we're slipping down hill and the exécs did not approve going ahead and spending the money for the layout, but rather to move ahead, buying only necessary supplies to keep the high level of production going, but no more... to wait and see how the Open House pays off and if we pick off any new members from it.

The emphasis on the money problem in this issue of the Spur is to say that we do have a money problem, that we have an opportunity to do something about it immediately before us and every member should do all he can to take advantage of our Open House and make it yield as much money as possible and to get members if we can. Its gonna take about 3 or 4 new members to put us in a breaking even position again. If we don't get this income bit turned around pretty soon there's gonna be only one solution to survival and that's to raise the dues a substantial amount.

Right now we have posters to get posted. Everyone had plenty of ideas at our meeting the other night and we stuck a lot of red pins in our map. This week very few pins were changed over to green so it looks like not many posters got posted. If we don't post 'em noone is gonna see em', so if you suggested a place to post and stuck a pin on the map take it upon yourself to go to that spot and see that a poster gets hung. We gotta do more than talk.

And don't go to sleep on the invitations. Get 'em in the mail. The time is now. Almost too late.

Les Leupold has already sold \$33 worth of raffle tickets ahead of time and that gives an idea of what could be done if more of us think a little and take advantage of present opportunity.

More in the next Spur on wooing new members.

Jefferys is watchin our progress and sayin that Naff is too optimistic on gettin our yards operatin by Open House. Confound that guy, always tryin to shoot holes in what's goin on. Hill has already blown him outa the water -

got 7 tracks of the storage yard workin, all he's gotta do is fix one busted switch machine and wire up the switch machine at the gate to the layout and he's got it made. Jeff sez we'll never get the Coach Yard checked out and workin on time. Hill doesn't know it yet, but I'm bettin he'll make it. Dekka heard the discussion and got a grim look on his face 'cause he's worrin' about a couple of rotary switch machines thats gotta be wired yet but I'll bet he makes it on the Passenger Terminal. Van and Ferrero finished hangin' the Freight Yard Panel A and Jeff sez, "no way". Van sez a couple of evenings at wiring this and we can at least get rid of the yellow box. I'll betcha it happens. Lorin got more scenery in on the east end of the freight yard and things are improving along there. We have a lot cookin and its gonna take a lot of extra work nights to do it but I'm bettin' we do it all.

Looks like we've hit the end of our supply of momentary switch machines. Hill and Dekka took a rough count on whats been 'installed and it looks like 30 machines are missing somewhere. If you have taken any home to wire, bring em in. We gotta round up everything we have and find out what happened! We're in bad shape if there really ain't no more.

We have one more regular work session next week and then after that its operation on Wednesday, May 5. We will have a set up and check out session on the Monday before, May 3rd. The equipment brought in for this session will be the equipment we will run for Open House and will remain on the layout until after the big show is over. We're gonna need 13 sets of equipment and Dekka sez we're gonna be checking weight, coupler height, and condition so make sure your equipment is right up to spec. Super clean too, cause its got a lot of rollin' ahead of it. Also get your equipment marked and identified so we can tell whos' whose. Jefferys has a new continuous 24 hour time table worked out that we'll be running on the 5th and that outa be something else.

(Ye gads, there's a lot goin on all at once!)

Gotta start thinkin' about clean up for Open House. Gonna have a trash haul by Naff's truck Monday April 26 which is tonight if you have your Spur on time. Seems like this is the last opportunity when there will be available hands to help when we're not operatin'. All the junk that's in front of the Caboose is gonna get thrown away. We're gonna have to get all the excess goodies that we want to save outa the caboose so there'll be enough room for the food concession operation there. All of the excess savins' that we want out of the layout room are gonna have to go on this load over to Naff's warehouse to be brought back after the Show. This is going to be our only chance to "clear out" so take advantage while the truck is there. Erichsen and Naff have the wire rack up now so take all wire up to the wire room from now on. No more wire of any kind is to be stored around the layout. It's a walk up the stairs but the neater look under the table will be well worth the trip. It'll be out of the way too.

Gotta be thinking about some other clean up problems. Gonna have a weed clean-up session by Junior Members on Saturday, May the 1st. Will organize this next Wednesday evening. Naff is gonna get the Club Room and CTC Room floors done and who's gonna clean up the sink and drinking fountain first class and who's gonna clean up the office desk and counter top and refrigerator, etc. And who's gonna clean up the work shop bench. Don't everyone jump at once. But jump. The sooner the better. Clean up now, first class, then touch it up just before Open House.

Saved our Birthday Party Report till last 'cause I wanted to hit the money problem first and foremost. 23 of us enjoyed a fine dinner (22, Naff didn't eat) in the Embassy Room at The Peppermill in Pasadena and Eddie Erichsen brought a big cake, delicious, to top it off. Her cake was decorated with insignia of Santa Fe, Southern Pacific, Rio Grande, Western Pacific, Union Pacific, Northern Pacific and the Great Northern. Barbara Naff's camera was on the blink, or rather it wouldn't blink, so she didn't get a picture for us to remember it by this time, so everyone will have to hold that delicious image in their minds. When the Boy's in the Band finally decided to go on a 15 minute break Van got a chance to introduce the Ferreros' at their first club get together, properly thank Eddie Erichsen, Mary George, Jean Hill and Mary Leupold for their invaluable assistance at making our rummage sale a success, to thank Norm and Eddie Erichsen for the extra bucks we pick up from the paper drive (keep em coming, everyone). To thank Norm for the two extra nights he's been putting in -- up at Naffs each week -- which has produced most of our panel drawers, thanks to Stan Garner for constructing and installing the steel work for our 5 cabs on the balcony and to thank everyone in the club for their part in the fantastic progress being made toward meeting our construction goals we set up last summer. Everyone was happy to see two of our Honorary Members and their wives with us once again, Stan Garner and George Boggs. The Boys in the Band started to play again and that was it.

(Wow, and there's still more.)

Dues next meetin. Jefferys won't be there but that won't help you a bit because he very diligently prepared "the list" and gave it to Naff. So.

The Chief Clerk has made another contribution for us and is presenting the last 3 pages for your Policy and Procedures Manual that are in the mill at this time. Sure gotta hand it to this guy on all the thought and work he has put in on this, trying to express everyone's ideas the way we want it. The way he has organized it, indexed it and written it sure makes it first class and I'll bet no other club has anything anywhere near this good. Getting all of these details included and nailed down sure gives us a fine set of ground rules to follow and if we recognize all of this and adhere to it as we should, a lot of problems which would have come up are already solved.

NOTES FROM THE CHIEF CLERK

With this issue of the SPUR you will be receiving the last of the current published materials for the POLICY AND PROCEDURES MANUAL. This is not to say the last, only everything that is ready to date.

This seems like a good time to sit back and take stock on this material as issued to date. There have been many sheets, all of which you have all carefully separated from your issue of the SPUR and filed in a special notebook or place where you can readily and quickly refer to them. Because foul-ups do occasionally occur, I will provide a list of pages issued to date as a checklist. You can each check your Manual and determine if for any reason you are missing a page or two. If so, make a list, put your name on it and give it to me. I will make the necessary copies and give them to you. In that way you can be sure of having an up-to-date manual. Here are the PAGE numbers issued to date.

INDEX-1	4.03.01	8.04.02
Index-4	4.04.01	8.04.03
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Where do we go from here. Well first there is some additional material in preparation. Jeff Hill is working on the HIGHLAND PACIFIC RAILROAD Book of Rules. Every respectable railroad has a Book of Rules, and this will be ours. This material will be published as ready. The other big area will be the Painting and Spencilng Diagrams for the HIGHLAND PACIFIC RAILROAD. This was all adopted a long time ago, and hence is approved material. When Bob Naff gets the permanent format sheet blanks printed, then this material will be issued. Beyond this, well as I said this is a time to sit back and reflect a while. At our business meeting we can do this.

There is a small amount of material issued which bears issue dates in 1970. These are almost 6 months old, the time limit given. At our business meeting is the time to debate these, if they need debating, to debate the whole issue of a P&P Manual, if that needs debating. Failure on the part of a member to bring this up in the meeting will have to be construed by your officers as mandate to permanently issue these sheets, and to make the P&P Manual a permanent way of life for the HPRR. The statements here do not preclude discussing any material in the manual issued to date, so if you question anything, anything at all, bring it up now.

After that, well time to look at what is next. One area is Organization for Construction. Each Department head should prepare a draft of his Department organization and duties, in line with the format of section 3.04. This means, construction, mechanical, Track, Scenery and anyone else I might have missed. Section 2. on Layout Specifications, while in all our minds should be put down on paper. Operational specs on locomotives and rolling stock are in order for section 9. Budget and Finance, and Construction Procedures are also in order.

Well that's it. Remember this is your railroad, and this manual is for your benefit. Take an interest in it, make your suggestions for improvements, make it work for you.