

**FEATHER RIVER RAIL SOCIETY  
AGENDA REPORT**

**DATE:** March 23, 2006

**FROM:** Director Cochran

**ITEM:** New Business

**SUBJECT:** 2005 Operations Department Report

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Copy of the 2005 Operating Department Report.

Open Discussion

**ACTION:** Discussion. Possible Action



## Feather River Rail Society

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## OPERATING DEPARTMENT



**2005 Operating Report**

## 2005 Operations

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As indicated in the General Code of Operating Rules;

**“Safety is of the first importance in the discharge of duty”**

**“Obedience to the rules is essential to safety and is required”**

**“To enter or remain in the service is an assurance of willingness to obey the rules. The service demands the faithful, intelligent and courteous discharge of duty”**

The Operating Department continued to impress on all operating crews the importance of the General Code of Operating Rules, and supervisors expected all crews working at the museum during 2005 to attend safety briefing at the beginning of each operating day.

The Operating Department continues to require that all volunteers and employees adhere to the General Code of Operating, Safety and Health Policy, and the Code of Safe Practices, Injury and Illness Prevention Program.

The Superintendent of Operations requires that **ALL** members of the FRRS take an active part in the responsible operations of the Feather River Rail Society and the Portola Railroad Museum, following **ALL** General Rules, Regulations, Guidelines, Policies, Procedures, and good business practices.

## Report of Operations

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While the overall operations of the weekend caboose trains in 2005 were similar to the last few years, in 2005 the RAL program sustained the first serious accident of moving equipment since its inception.

This event has prompted several changes within the operation of the RAL program and the addition of several new procedures that will take effect in 2006.

The volunteer roster for the year 2005 remains approximately the same as in previous years with the following changes:

We added five (5) new members to the operating department, and lost four (4) members who failed to return in 2005.

The total number of operating department members shown on the certified personnel list is fifty six (56) of which seven (7) are non-active.

The total number of operating department members who activity participated for the 2005 season is forty nine (49). Out of this forty nine, there are thirty three (33) active members. This is a reduction of nine (9) volunteers from 2004.

The operating department has been revising the qualification list during the 2005 operating season to reflect the provisions in the Entrance and Service Requirements book.

Six (6) members have lost their qualification as they are not meeting the Entrance and Service Requirements to remain in service in 2005.

We have attempted to track the number of RAL hours this year, and we should make an effort to continue to track the hours, to show RAL hours volunteered.

The number of hours that the volunteers contributed to the FRRS also reflects the limited number of operating department members working at the museum.

In 2005 the number of RAL hours reported were 327 hours of service based on the numbers of hours reported to Susan Scarlett.

This is a decrease on the number of hours reported in 2004, which were 446 hours.

This represents only the number of hours that were recorded by payroll records and does not include RAL hours that were volunteered without any compensation.

A total of thirteen (13) RAL Engineers comprised all the hours (recorded) for the RAL program out of the fifteen (15) qualified RAL engineers.

In 2004, the operating crews volunteered 1,162.5 hours of service, while in 2005; the operating crews volunteered 1,217.25 hours.

This is an increase of 54.75 hours from 2004. This is an increase of volunteer hours for the past two years operating seasons (2004 and 2005).

One of the contributing factors to the increase in the number of volunteer hours is that several members spent more time working on other projects while at the same time working in operations.

A factor that is still an issue is that we are not attracting new members to the operating department, and retaining them, in addition not all members are reporting the number of hours worked.

Other contributing factors to the decrease in members volunteering may be the cost of traveling to Portola. (Fuel, Food and in some cases Lodging)

As in past years, the operating or conductors reports are still not being filled out and filed in indicate caboose train and RAL operations by all members.

There are many times that crews are switching or operating the caboose train and just do not take the time to fill out the reports.

This is an important part of the operating department. We need to know when members are working and need to record their hours of service.

This is also important for the members in order to retain their qualifications within the operating department.

It will be one of the continuing goals of the operating department in 2006 to get all volunteers to fill out reports and account for their volunteer time at the museum. This will allow us to report more accurate information.

The operating department will continue to strive on an accident free environment and to strive for a safe caboose and RAL program.

Kerry D. Cochran  
Superintendent of Operations