

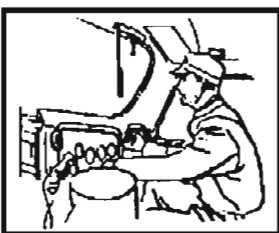
Andrews, Jim Gidley, Sr., Doug Morgan, Jack Palmer, Hank Stiles, Ken Iverson, Skip Englert, Norm Holmes, Doc Lyman, Dave Bergman, King Felton, Tom Graham, Marty Anderson, Kerry Cochran, Wayne and Linda Monger, and Terry Decottignies.

Many of these people worked several days in advance of the event, as well as the day after to put everything away, as well as the day of the event itself, putting in several long days in the process. It is very much appreciated.

A big part of this event for the last two years has been the swap meet held in the shop building, which again was a success. Roy Gabriel and Brad Lamazzi coordinated the show, which ran smoothly, as usual. Adding this show has really helped boost attendance for the event, which, according to gate receipts, did better than last year.

For the diehard fans, slide shows (Winterail-style) were presented in the shop from shortly after dark until the wee hours, interrupted only for the group night photo session under a brilliant full moon, with broken clouds.

Railfan Photographers' Day coordinators Wayne Monger and Vic Neves, with the help of many capable FRRS volunteers, have once again staged a fine event, and we look forward to next year.



OPERATING DEPARTMENT NOTES...

We Need Your Help!

Have you thought about getting involved with the Portola RR Museum? There are all types of duties



and jobs to be done to help keep the museum going. The Beanery Crew feeds all the working members on week-ends during the operating season, and at special events, they can always use extra help. The Mechanical Department works two week-ends a month doing repairs and maintenance on the locomotives and different equipment at the museum. The more hands they have helping, the more work can be accomplished and they do have a lot of work to do. The Operating Department needs a lot of crew members to help in train operation, car attendant or crossing guard service. This does not sound like much or seem very important, but they are greatly needed as Safety is Number One at the museum.

We hold a one-day rule exam and crew training day in April and May of each year. It is at this time you can sign up for what days you will be able to help. We will feed you when you work, and have sleeping and hot shower facilities available.

We also have a need for walking tour guides. This is something we need to get started. It would involve leading a group of visitors on a walking tour of the museum grounds, explaining what they are looking at, what is important about it, and how it operates. This tour could be done three times a day. I am willing to help get this started as the museum has a very big need for it. Please feel free to call me in the evenings (530)342-3903 or drop a line to me at 2748 San Jose Street, Chico, California, 95973. If you are interested in helping at the museum, we could sure use the extra hands!

1997 Operating Department Report

The Operating Department has had another very busy season as our ridership keeps growing. Thirty-four members of the Operating Department put in a total of 2,376 hours of service. This year we had no new starting student brakemen. Four new people

showed up for the crew training classes, but they did not sign up to work this season. There were many days we operated with minimal train crews. We need more working members as Safety Is Job One!

Something new this year was the Rent A Locomotive program went on seven days a week. A lot of participants in the rental program could only make it to Portola on week ends, and we picked up a lot of walk-ins who didn't know about the program.

This changed our operating procedure as there was rentals going on the same time as there were passenger train rides. It did not take very long to develop an operating procedure and time schedule that allowed us to safely do this. With two trains and sometimes three, it gave the participants a feel of real railroading.

The members who moved up a position this year are: Jeff Palmer to Brakeman, King Felton, Melissa McGrath and Don Nelson to Conductor, Terry Decottignies and Bob Carr to Fireman, Dave Bergman and Don Borden to Student Yard Engineer, Martin Anderson and Pat Brimmer to Yard Engineer, and Tom Graham to Passenger Engineer.

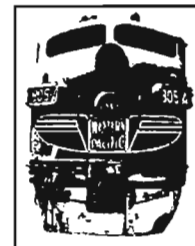
I want to thank the Mechanical Department for keeping the engines in service for us, the Beanery Crew for feeding us whenever we needed food, and all the members of the Operating Department who put in some long hours of service with very little help operating trains.

It is all the Departments working together that make the Portola Railroad Museum the great place it is today.

—Jim Gidley, Sr.

Trainmaster

—PRESERVATION—



805-A Update...

When we acquired the 805-A, the cab windows had been removed and replaced with some fixed windows.

As the conversion was un-esthetic, and done after she left WP, we wanted to restore the original style of windows. Unfortunately, in the years since she arrived at the museum, F-unit windows have become scarce. The search was on, from coast to coast! We did find one firemen's side window wing, which, amazingly, is apparently from the 805-A (based on paint samples and a home-made bracket that fits an odd spot on the 805-A's body)! We still need the opening mechanisms and all the support structure, as well as the inside panels and trim pieces.

Meanwhile, back at the ranch, Dale Sanders had purchased a former Northern Pacific F-unit carbody to be converted into an office on his parents property in Oroville. This carbody had the same side window units as the 805-A's originals. This past summer, his mother sold the property, and Dale found that the carbody moving and restoration expenses were just too much. We arranged to purchase the windows, interior trim pieces, and some stainless grill units, while Doyle McCormick purchased other parts, with the remainder of the carbody going to scrap in Oroville.

The various parts, though vandalized, will allow us to finally finish the cab interior. After the parts are