

any remaining units that hadn't been sold. If we had chosen one unit, the other would have likely been scrapped. Thus the reason for buying both units. We hope this short explanation has answered members questions.

*—Kent Stephens*

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**—1998 RULE EXAM AND CREW TRAINING—**

If you have always wanted to have a taste of "WORKING ON THE RAILROAD" this is your opportunity. Members who would like to be part of the Operating Departments train crews are first required to take a rule examination.

The rule examination is an open book test on the FRRS General Code of Operating Rules with no time limit. If you do not have a copy of the rules book, one will be issued to you. You will need to bring a PENCIL, proof of membership at Active or above (if you are a non-member, you can join at this time), work gloves, work boots that cover your ankles, sack lunch (or you can get lunch "up town").

Members who wish to participate in train operations or any other work at the museum are required to sign a release of liability. This can be done at the time of taking the rules examination. Upon your successful completion of the rule exam, you will be instructed in hand signals, getting on and off moving equipment, coupling of air hoses and other safe and correct operating procedures.

There will be a Duty Crew Sign-sheet, so new students will need to know what days they will be able to put in student duty time. The museum will be operating trains every weekend starting on Memorial Day, May 23, through September 19, 1998. Crew Training for 1998 will be held on Saturday, April 25 and Sunday, May 2, 1998. The sessions run from

10:00 AM to 3:30 PM on each day. You may attend the sessions on EITHER of these days. Members who are unable to attend classes on either of these two days may make arrangements to take the examination and receive instructions at any other time by calling the museum. If you wish to attend the Saturday session, consider staying over and working at the museum on Sunday. If you attend the Sunday session, come on up Saturday and work at the museum then. Either way, it will be fun and helpful if you do!

*—Jim Gidley, Sr.*

**TRAINING OFFICER**

**(530)342-3903**

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**—BOARD MEMBER PROFILES—**

**Steve Habeck**

Steve joined the FRRS in 1984, soon after we started the Portola Railroad Museum. Steve had a railroad background and loved trains, our museum appealed to him. Steve was working at the PG&E Diablo Canyon power plant near San Luis Obispo and lived with his family in Los Osos. He frequently drove over 10 hours to reach Portola to participate in the activities of the Society.

Several years ago he left PG&E to become assistant supervisor for Sierra Pacific Industries at their Co-gen plant in Quincy and moved his family to Spring Garden. This is about midway between Quincy and Portola. Steve, along with two other members and the Society came up with the necessary funds to purchase the WP 805-A.

In 1994, Steve became President of the FRRS and continued to be active in the operating and mechanical departments and was our representative on a number of trips sponsored by the Pacific Limited Group. As President Steve was a strong and fair

leader for our organization. He will still be active in museum activities as his new employment will permit. We are very grateful for all the selfless efforts he did for our museum.

### **Bruce Cooper**

Bruce and Sue visited the museum in 1987, liked what we were doing and joined the Society. As they lived in Grass Valley and they wanted to be involved in museum activities they sold their home and moved to Portola. Bruce became active in the operating department and one day when giving a visitor a cab ride the visitor showed interest in running the engine, Bruce said for a fee you can operate it. Thus the run-a-locomotive program was born. Bruce was the main party that arranged for the donation of our most historical 1929 Ingersoll - Rand switcher and was responsible for our first piece of real estate donated by a developer.

This one event has done more to put our museum on the map than anything else we have done. We have one of the finest collections of railroad equipment, but if the public doesn't know we are here - they won't come. We have received numerous TV spots, a number of newspaper articles and magazine stories about our unique program. No other museum has achieved the success we have achieved with this program. Bruce has decided that he no longer wanted to serve on the Board of Directors, but will still participate in museum activities.

### **Sue Cooper**

When Bruce and Sue visited the museum in 1987, they joined the Society and then moved to Portola. When Bruce became involved in museum activities, Sue wanted something to do also. Because of Sue's previous experience as a dietitian in a hospital, she looked into helping in the snack bar. Barbara Holmes had started a small food service operation in the

former stock room, now a meeting room and after six years wanted to move on. Sue first helped Barbara and then took over the snack bar, named it the Beanery (a railroad term for a restaurant where railroad crews eat i.e. go to beans) and proceeded to build up the facility. Over the years she has improved the kitchen and serving area with a new cold drink box, ice machine, freezer and counters. She instituted a free lunch for operating and mechanical crews whenever the Beanery was open. Sue also prepared and served meals for special events and charter groups as needed.

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### **FRRS BOARD MEETING SCHEDULE 1998**

January—18	Sunday
February—28	Saturday
March—28	Saturday
April—25	Saturday
May—23	Saturday
June—13*	Saturday
(*Annual Meeting)	
July—4	Saturday
August—1	Saturday
September—5	Saturday
October—10	Saturday
November—14	Saturday
December—12	Saturday

