

# Operating Department 2004

By Kerry Cochran

First off I would like to take the opportunity to thank all the members of the Operating Department for your help with the 2004 Operating Season.

I appreciate your support in the Operating Department this year and hope that you will consider returning and volunteering for next years season.

There are so many volunteers who help the Operating Department get through the season each year, and this year was no exception. From Linda and Brittany Knudson with lunches, Hank Stiles, Rick Edwards and Ed Powell keeping the engines running, John Walker and Rod McClure with all the water and drinks, Don Nelson, Paul Finnegan, Pat Brimmer, Steve Habeck and Norm Holmes filling in when I am not present.

Without the help of all the Museum volunteers, we would not be able to keep the caboose train running each week-end.

**Thank you, Thank you, Thank you,**

There are many other volunteers who help the Operating Department out during the year and without their help we just would not be able to handle all that need to be done. THANKS to everyone.

It's a never ending challenge to get crew members lined up for each weekend during the operating season. There were a few weekends that all we had was a Push-Pull operation.

I would ask at you check the FRRS WEB site, [www.wplives.org](http://www.wplives.org) and use the link to crew pages. Check to see what weekend that we are short on members and try to sign-up on that weekend.

Again thanks for the help, and should you have any questions on the Operating Department please contact me. Email [KC6KNT@Covad.net](mailto:KC6KNT@Covad.net), Home telephone (650) 952-7127, Fax (650) 588-5490.

<b>Promotions</b>	during 2004
Paul Finnegan	Qualified Passenger Engineer
Lew Barnard	Qualified Passenger Engineer
Loren Ross	Qualified Yard Engineer
Charlie Spikes	Qualified Conductor
Dave Epling	Qualified Fireman
Bill Parker	Qualified Brakeman
Frank Villante	Qualified Brakeman
Spencer Walker	Qualified Brakeman
Pat Watkins	Qualified Brakeman

<b>Student Positions</b>	during 2004
Kenneth Finnegan	Student Brakeman
Garret Johnson	Student Brakeman
Jason Krois	Student Brakeman
Frank Villante	Student Conductor
Bill Parker	Student RAL Engineer
Rick Edwards	Student Yard Engineer
Charlie Spikes	Student Yard Engineer
Rick Edwards	Student Fireman

Charlie Spikes Student Fireman  
Sure hope I did not miss anyone. If I did Sorry  
All the Operating Department Crew members work very hard through the year in volunteering there time to the museum,. The time they spend working on the crew in their student positions or qualified positions helps us run the trains during the weekends.

Members returning to the Operating Department in 2004:

Jim Ley  
Mark French  
John Ryczkowski  
Wayne Monger

New Members to the Operating Department in 2004  
Jason Krois

Welcome aboard, hope to see all of the new crew members in 2004

## **IMPORTANT NOTICE – CREW TRAINING DAYS FOR 2005**

**Please watch the Trainsheet for more information on Crew Training Days in early 2005**

The dates for the 2005 training will be Saturday April 30 and Sunday May 1<sup>st</sup> , 2005. Held at the Portola Railroad Museum, starting at 9 AM each day, lasting until about 4 PM.

Crew members and prospective crew members are encouraged to attend the training weekend. You only need to attend on one day (NOT both).

Operating Season for 2005 will start on Saturday May 28, 2005 at 11 AM. Crew Call will be at 10 AM.

Should you have any question, please be sure to contact me.

## **View From the Crummy**

by Gail McClure

### ***Volunteer***

*Definition: To do charitable or helpful work without pay. A person who renders aid, performs a service, or assumes an obligation voluntarily.*

The Feather River Rail Society was formed in 1983 to preserve the recently fallen flag Western Pacific Railroad. In the past 21 years, the Society has grown to include a membership over 1,000 strong and what is quickly becoming recognized as one of the most comprehensive collections representing one railroad in the entire country. How is it possible that we, as an organization, have been able to accomplish so much in such a short amount of time (which it is in the world of Railroad Museums)? It is through the sweat and hard work of dedicated volunteers, that's how.

We have a rather unique visitor experience in that we encourage our guests to touch, climb and ride on our equipment – we are not a velvet rope, walk-through display. Our shop is open to the public and at any given time, they may see equipment under restoration or repair. They can experience an “Hour of Power” in our Run-A-Locomotive (RAL) program, good for a thousand smiles and for some, the fulfillment of a lifelong dream.

It is our volunteers and our visitors that keep the Portola

Railroad Museum growing. The visitors provide a majority of our cash flow and our volunteers do the work that makes the visitors come, or better yet, come back. There are always ties and spikes that need to be replaced, locomotives to maintain or repair, equipment to restore, cabooses trains to run, and grounds to keep clean. Without our volunteers, we would be like so many other museums with static displays. It is through their tireless efforts we are who we are today.

“I don’t have time to come to Portola so I can’t volunteer,” you say? Wrong, I say! There are many ways you can volunteer without making a long drive, although we always need bodies willing to get dirty turning a wrench, running a broom or shovel, being part of an operating crew, or greeting our guests. You can tell anyone willing to listen about our organization and encourage them to become a member. We need expertise in the fields of architecture, construction, structural engineering and space planning for the WP Portola Hospital reconstruction and erection of the Jeffery Display Building, much of which could be done remotely from the Museum. Experience in the field of advertising? Grant writing or fundraising? We could certainly use your help...

Of course, one of the easiest ways to volunteer is to donate: There is always a critical need for money and artifacts for the historical collection. It costs an average of \$25,000 to paint a locomotive (assuming no major bodywork required). If each FRRS member would donate just \$25 per annum, we could cosmetically restore one Western Pacific engine a year. Just \$50 per member would paint a locomotive AND three to four boxcars or cabooses. Donate the money it would cost you to drive to the museum and back – Imagine what we could accomplish with these funds.

Looking to upgrade your home or business workshop? We are in desperate need of quality woodworking tools such as saws, lathes, sanders, planners, dust control systems and other items which will allow us to restore several pieces of historic wood equipment under our care. We never seem to have enough mechanical tools, either. Donations of these critical items frees up valuable cash for other projects such as the reassembly of Magnolia Tower. How about a good, used pickup truck? Our beloved “Green Death” (so called because she is an ugly olive green Dodge Ram which driving at more than 30 miles an hour is the equivalent of taking your life into your own hands) is on her last legs. We need the hauling capacity for transport of building materials, supplies and trash.

While our historical arm, the Western Pacific Railroad Historical Society, has made great strides in expanding, refining, organizing and documenting our artifact and documentation collection, we have many holes that need filled. Any WP items you have and may be looking for a safe, new home would be welcome in Portola.

Remember, we are a 501 (c)(3) corporation. Many donations are tax deductible to the fullest extent allowed by law, so consult your tax professional for ways your contribution can benefit not only the Society, but you as well.

As a member of the FRRS, you obviously have an interest and stake in our mission: To preserve the history of the Western Pacific and its people (abbreviated version). We are a volunteer organization and we rely on the participation of all our

members to be able to accomplish our goals.

We want your feedback. Please contact me at 2.cents.worth@charter.net. I’ll see that your commentary is forwarded to the appropriate member of the Board of Directors or Department Head for response. Without your feedback, we have to assume that you, the membership, like the direction we are taking the organization and you know what they say about assuming things...

## Activities Around the Museum

By John Walker

07.10.04 Rick Edwards worked on various mechanical items including repairs to a weed wacker and a sand blaster. Then Rick, Hank Stiles, Ed Powell and Phil Sacks worked on restoring our old Racine Power Metal Saw. Ed also worked on “this, that and the other things”. Phil Sacks helped clean up the shop area, sorted loose tools, parts and getting all of these put back into their proper homes. Dan Brady worked on various projects including some sand blasting. Hank Stiles supervised a very busy mechanical crew. Passenger trains were run by Kerry Cochran, Jack Palmer, Pat Brimmer, Charlie Spikes and Frank Villante and Pat Watkins who have recovered from the dreaded Portola water gremlins on their last visit. Brittany K helped the crew out by throwing switches. Howard Hanson repaired the overhead air hoist. Also enjoyed a visit from Paul Hollidge, Harrison, Andrew McCarron and Shane and Kevin ((Don’t call them “Bucketheads” Rod). Linda K. returned from a weeks vacation in Minnesota to run the gift shop and prepare crew lunches. Board of Directors meeting that evening.

07.12/15.04 Slow week with Norm Holmes, Ken Iverson and Bob Larson running RAL’s.

07.17/18.04 Hank Stiles and Rick Edwards worked on various projects. Loren Ross, Ed Powell, Tom Andrews, Charlie Spikes and Norman Holmes ran passenger trains. Terry Decottingies and Andy Anderson ran a lot of RAL’s over the weekend. John Walker worked on weed abatement and painting projects. Frank Beavers and Jim cooper worked in the Archives Car. Alan Vaughn worked on the axles of the BN speeder flat. We were very pleased to have Julia and Amy Flannery and their families visiting with us this week. Hank Stiles took the family out for an afternoon RAL session.

07.19/20.04 Light days with Norman Holmes and Ken Iverson running RALs. John Walker continued weed abatement and painting projects. Don Keller worked on weed abatement and grounds maintenance.

07.22/23.04 Kerry Cochran and Ken Iverson changed out a bad battery on #1857. Kerry also helped John Walker do some clean up around the property. Jack Zygnier ran RAL’s.

07.23/24.04 John Walker and Dave Novarina of Watsonville worked for two days cleaning up several tons of pipe, conduit, scrap wood, metal and garbage around the museum grounds. All the conduit and pipe was cleaned out from underneath the crew cars. All the scrap wood, which had been piling up under the wood storage boxcars on Rip Track Four was cleared out and moved to a scrap pile in the center of the balloon track. Seriously, at least two tons of debris was picked up out of the toe