

## Operating Department News and Update

- Loren Ross

*Superintendent of Operations*

As we are all painfully aware, the Operating Department was closed this year due to the issues related to COVID-19. And as of the date of this submission, there is still no guarantee that next summer will be any different. But that hasn't stopped the FRRS Board from making plans to continue if we are able to. Right now, tentative training dates have been scheduled and the caboose train schedule has been modified and posted to give us the best "bang for the buck" at receiving some level of income versus the costs of operating. We are all hoping that next summer will be much more productive.

Over this summer, our Yardmaster, Steve Habeck, decided that since we were closed it would be a perfect time to completely re-do the overall appearance of our yard. With assistance from a few folks, over the course of several months, the entire property was switched around. New displays were created, many items that have been subjected to continued vandalism and weather damage were all moved to one area behind the house so that they could be more easily monitored. Every single piece of rolling stock was moved around, with only a few returning to their original places in the yard. This was a very difficult task, given that all workers had to abide by safe-distancing standards while on duty. But it was completed by the end of summer. Some track work was also done on West 3 rail, repairing a bad section of ties. Again, made difficult by safe-distancing guidelines, but we were able to get the job done.

Personally, I have missed working with each and every one of you this year. Over the past 5 years, we've built a pretty good team in this department, and I'm looking forward to getting back on track (pun intended) this summer. Hoping we will be able to open, I look forward to running again soon!!!



### Things Around the Museum:

#### Malfunction Junction - What's the Story?

- Paul Finnegan

The track between switch R and J is known as Malfunction Junction. It provides access from the museum to the Union Pacific yard and the UP Ramp Track. The last issue of the *Train Sheet* told the story of how Milward Switch got its name, but I have not been able to find the story behind how Malfunction Junction got its name. There must be a story, and it probably is worth remembering! The earliest record I have found of it is from the timetable used on May 28, 1988 for the 3<sup>rd</sup> Anniversary of Grand Opening.

If you know the story, please write it down and email it to me at [trainsheet@wplives.org](mailto:trainsheet@wplives.org).

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