

...July 2019 Steam Work Session continued.

back into a working valve and should be able to finish it at the next work session. The gauge cocks are on the engine and will be ground in and the stems repacked, one stem will need to be repaired. Mike Waters and I installed the lubricator in the cab after Mike replaced the missing parts and glasses.

In the September work session we plan to replace the four broken stays on the fireman's side and get the boiler buttoned up for the hydro testing in the spring.

**Operating Department
Report – 2019**

- Loren Ross,
Superintendent of Operations



I'm submitting this report as the Operating Season for 2019 has just ended. This year was another successful season with over 1,650 passengers taking rides on our caboose trains. This is 237 less than last year's total of 1,887 passengers. Throughout this season, we were able to conduct operations with only one minor mishap, and NO injuries.

In reviewing the conductor reports for the past two years, I noted some interesting facts. This year, we had two additional volunteers working the train crews, not counting special events. We also had 27 fewer Conductor Reports filed, so that indicates there was less yard switching work occurring this summer. But, this doesn't mean we weren't busy!! A lot of projects have been occurring that have taken MANY man-hours to complete. The most notable is the painting of the WP 1503. With new paint, and new radiators, the 1503 is now setup to begin operations and is planned to be the lead locomotive in this year's Pumpkin Trains. The steam crew did a lot of work on the steam locomotive this summer, and the front boiler plate has now been remounted. A boiler test is not far off, which puts us even closer to getting the old girl back in running condition.

Another big event is the preparation of our Archives Car to be fully heated and air conditioned, which will protect the archives from environmental damage. A lot of work has gone into installing upgraded electrical wiring and the HVAC system in this car. A lot of other activity happened as well. The Sweetwood "Blood Car" was mucked out and brought inside the shop as a static display. Visitors have made many comments about this one, it's a popular exhibit! The WP 501 is almost restored to operational status. Seth Adams works on this one every chance he gets, and it may be up and running soon. David Elems has asked that the WP 512 be brought over to the shop so that work can begin on repairing/replacing the wheels and cleaning up the trucks. With some heavy elbow grease, this one may also be back in service next year.

I know that not everyone lives just around the corner from the museum, but I would like to take a moment to recognize some of the volunteers who have donated over 30 hours of Operations time this year:

Lew Barnard (38.5), Kerry Cochran (45.5), Greg Elems (56), Fred Elenbaas (33), Bil Jackson (71.5), Don Nelson (49.5), Charlie Spikes (63), and Janet Steeper (42).

These are just hours spent on train crew positions, and doesn't take into account the total hours spent on other projects around the museum property. Total hours for ALL volunteers on train crew was 662.5!! I can guarantee that total volunteer hours for the entire summer will be over 2,500!!! This is an amazing number, generated by an amazing group of dedicated volunteers. That's what we need to keep this museum up and running, and I want to extend a hearty THANK YOU to all the volunteers!!!! You guys are ROCK STARS!!!!!!

All we have left for this year is to make another successful run at the Pumpkin and Santa Trains. Both these events require a substantial number of volunteers, so please check your calendars and see if you can join us for the fun. Hope to see you all there!!