

<p>How to use this document.</p> <p>A few checklists are designed to help with operation.</p> <p>Other lists with maintenance.</p> <p>Other pages may be suitable for starting the fire in the pot belly stove by the back door of the Goose.</p> <p>My hope is that this will help somewhere along the road.</p>	<p>How did this document get so long? Or how a simple request got so out of hand.</p> <p><u>This document started as a maintenance checklist</u> to be used during trip preparation.</p> <p>It had a practical and modest start. It was suggested that someone (me) make up a checklist that would fit on one piece of paper. I did that with the data from Larry Spencer's training sessions. OK, admittedly, it took me two sides of one page.</p> <p>After that checklist was completed I turned my attention to my notes as a trainee during the summer of 2014. Upon review it seemed that this training would be an <u>ongoing process</u>. I could accumulate some of the data we were given and gather it together.</p> <p>I could see a benefit to drawing a lubrication chart with locations and lube types. A simple drawing and a few pictures to help us visual learners. That done, I looked for old engine data. I got excited and that's when things started to get out of hand...</p> <p>The training session in June of 2014 was a very good experience.</p> <p>The more I looked at the documents relating to Goose #5, the more I wanted to include, until the checklist grew into a cross between a maintenance record and parts list and a "gathered shop manual" and a reflections of a "newby trainee".</p> <p>This "morphing" process means my writing needs a lot of "editing" and "outright repair". My project management style is just left of "whoopie, look what's here!" Your kindness, indulgence and sense of humor is appreciated as well as your suggestions to improve the organization of the material to make it more useful.</p> <p>I found that I am thoughtfully grateful for the opportunity to participate in the training of a new crop of Motormen, Oiler/Mechanic, Conductor and support Crew during the summer of 2014.</p>	<p>The Galloping Goose Historical Society has done more than rebuild and maintain an important part of our history, they have established a culture of preservation, respect and safety that is inspiring and exciting.</p>
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This document may be helpful in the process of training of new and current operators and crew members. **The Galloping Goose Historical Society** has done more than rebuild and maintain an important part of our history, they have established a culture of preservation, respect and safety that is inspiring and exciting.

You will find a glimpse of some of the materials that were given to me to learn the safe operation of GG#5.

Thanks to Lew Matis for organizing the 2014 orientation, Larry Spencer for shaping the actual content, Louie Vallejo operation insight, and Karl Schaeffer for his instruction on the general rules of operation on a railroad.

Later asked if I could copy the history of the maintenance log. What I have found only goes back to 2007, but it did allow me to gather some part numbers and parts sources, and important lessons learned by the operating community. Now I have a "Lessons Learned" piece.

"Where do you locate parts for a piece of active history?" kept me going further. A parts list and part numbers and previous vendors was added. Much work still needs to be done to this humble start.

This document is a "**work in progress**" pulled together after observations during 2014 season: Orientation for new Motormen, Mechanics, Conductor and all Crew, and operations on the Durango and Silverton Railroad and the Cumbres and Toltec Scenic Railroad. Please feel free to add (or subtract) to this Document

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