

## FALL WORK PARTY

Our spring work weekend is so successful that we are proposing a fall work party on Sept. 23-24. We have a number of projects that need to be completed before the snow flies: porch roofs over north side doorways, roof repair over machine shop area, window replacement, exhaust stack covers, air compressor roof, etc. We will provide lunch and dinner on Saturday, breakfast and lunch on Sunday. The cabooses will be serviced so in the event the nights are cold, the sleeping quarters will be warm. It would be helpful for you to bring tools for the projects you would like to work on.

## OPERATIONS

This years regular weekend train operations have increased the number of visitors to the museum. Diesel powered trains ran every weekend since Memorial Day except for the second weekend of each month when FRSL's No. 8 steamed around the balloon track to the delight of all. Regular crew members were Steve Habeck, Dean Hill, Norm Holmes, Jim Ley, Dave McClain and Geo. Oels as engineers on the diesel trains. Gary Cousin, Jim Gidley, Mat Parker and Gordon Wollesen were regular conductors. Other FRRS members worked as fireman and trainmen. Feather River Short Line regulars were Jim Boynton, engineer and John Marvin, fireman. Other "visiting firemen" were invited to run and fire the steamer.

## DIESEL DOINGS

Hank Stiles completed the work on the brakes and exhaust system on WP 501. Terry Decottignies has been driving up from Chico to do the prep work and painting. He usually invites several of his employees to come up and help. Norm Holmes completed the paint job. Thanks to Terry, Hank and Norm, 501 was ready for its 50th birthday party on Railfan Day.

Yreka Western had a stock of Alco engine parts that they wanted to get rid of. Unfortunately they were sold to a local scrap dealer before we were informed. We were, however, able to purchase 539 and 251 heads, injector pumps, a aux. generator, a motor car engine and other parts from the scrapper at a reasonable price. Two trips (parts are heavy), one to Yreka and one to Redding netted us some valuable parts at scrap price. Norm Holmes and Tom Brann made the trip to Yreka, Norm and Barbara went to Redding.

## more Diesel Doings

Our Alco S-1, No. 512 runs better now, Thanks to a speedy injector overhaul by Sierra Diesel in Reno. The switcher smoked much more than Alcos should, so we had to do something to be able to use the unit for Railroad Days. Bruce Cooper pulled and re-installed the injectors.

Doug Jensen continues to prep 2001 as his time permits. Looks like it won't be painted until next year. Nothing is being done on 805A, but it will be next in line for a major repair and paint effort.

## DONATIONS

Henry Frick donated a number of time-tables, R. M. Cadena donated a set of WP equipment drawings and George McCarron donated a "Science of Locomotive Management" book printed by WP in 1923. A very rare item.

The following have made cash donations to our museum: Geo. Bates, Robert Blanch, Milne Collis, Denny & Co., Harvey Duncan, Erik Fredsham, Mark French, Tom Gerald, Jim Gidley, Warren Gilleran, R. Gosch, Melvin Getzlaff, Harry Jamason, Jeff Jamason, Peter Martin, Alex Pancheco, Spencer Pattison, Mary Perry, Ron Reed, Roy Revis, Stuart Robinson, Gilbert Rodgers, Don Richmond, Ralph Shafer, Steve Unger, Robert Wilson. We thank you all.

## GIFT SHOP

Norm Holmes has been managing the Gift Shop along with his other duties, keeping up the stock of books and other railroad related items. We are still looking for someone to take over this important source of funds so that Norm can get on to other endeavors. His wife, Barbara, now relieved of her responsibility of operating the snack bar, as been helping with sales along with Julie Anderson and Pat Cousin. The three ladies have done some rearranging making the shop more attractive. Hap, Gordon, Hank or Bruce open the shop for visitors whenever needed. A new catalog listing items carried in the shop will be mailed to all members later this year.

## EQUIPMENT CLEANUP

Our new caboose, WP 484, has been washed with steel wool and cleanser by Ken Roller. The grimy dull finish was removed and a bright red color emerged. Steve Habeck re-worked the interior, replacing the missing bay window seats and electrical panel with parts from a Santa Fe caboose donated by Vintage Railway Eqpt. Thanks to Ken and Steve and UP we have a first class caboose.