

Where Are We Going??

By David Dewey

As a person matures, they develop a personality and a direction for their life. For most of us our teenage years are ones of exploration and changes while we try to figure out what our future may be. The same is true for preservation societies. They usually start out with an individual, or small group's idea to save something, then more people come along, think it's a good thing, and join the first group. Then the group figures out they can save more stuff, and the collection starts. Now there are many individuals' image of what the group should save and do, and some conflict arises.

How the group governs and defines itself from this point is like the teenage years we all went through. There will be false starts, changes of mind, and losses of individuals. This is where FRRS is now. We have members who think we should be just a WP preservation society, members who think we should preserve only Plumas County area railroading, members who think we should preserve the development of the diesel locomotive, and members who want to see us do all the above. These are all valid preservation ideas. And, I might add, we are not talking about just the museum collection, there are also the library holdings, book publishing, and research support activities that are a part of our society's operations.

So what is the point of my writing this? YOU! You are a member, and your opinion is important -- what do you think we should be doing? If you think that the present operations are doing fine, tell a board member! If you think things should change, tell a board member! Change happens when people communicate, and when they don't.

Unfortunately it is human nature to complain when things aren't the way we want them, but to be quiet when they are the way we want them. The sad result is that the active working members seldom get "atta-boys," usually it's a "hey, how come...?" Your voice and participation in the society's activities are critical to its growth, make yourself heard!

Talk to the board members, let them know what your vision is for the society's future. VOTE!!

From the Beanery

Since it is that time of year again and we are getting ready to open, I thought it would be the time to let everyone know what is going on in the Beanery.

The new equipment this year is a popcorn machine, I hope everyone will enjoy the popcorn.

I am doing crafts to sell in the Beanery, and 100% of the profit will go toward Santa Train '97 to help with the cost of the cookies, drinks and candy canes. This will help with the cost of the event as we do this free of charge each year for the entertainment of the kids as well as the parents.

At the Annual Membership Meeting on Saturday, June 14, 1997, the dinner this year will be a Mexican dinner with all the trimmings, so please come and enjoy.

This year as before the Beanery will provide free lunch for the working crews as well as the operating crews. So we hope to see you this year as one of the crew volunteers.

If anyone is going to be up on a weekend and would like to help in the Beanery please let me know, we could always use the extra help.

Sue Cooper, FRRS Director and Beanery Supt.

CMO Report

By Hank Stiles

It is time to tell you about what is going on in your Mechanical Department again. I am sorry that I missed the last Train Sheet, but my Dad passed away on Feb. 15th and this report got pushed to the back burner until the deadline came and went. Dad was at the museum helping to lay the rail on the rip track when we first hooked it up, running a spike maul. Until his heart started giving him trouble he helped out when he could. He always liked the museum. Life goes on, as he would have wanted.

Things are starting to get going for the summer season. On April 5th and 6th we had our first Locomotive Maintenance Clinic. We got a lot of work done. Most of the in-service locomotives got their truck lubes, brake shoes replaced as needed and their brakes adjusted.

How many of you have had the pleasure to work with Crater compound? You have seen it along the tracks, especially around places where locomotives stop for crew changes, etc. This is what is used to lubricate the gears of the traction motors and axles in the gear case; this stuff is about the consistency of tar. It comes in plastic bags and you put in the bag and all when you put it in the gear case. One word of advice -- don't open the bag. That stuff is almost impossible to get off whatever it gets on.

Anyway that takes care of most of the work on the underside of these engines, at least for a while.

We had some very capable help at this clinic. Jay Sarno came up from San Diego and Dave Stares from San Mateo. They dove into electrical problems on the WP 707, WP 921D and VIA 6776. By the time they left for home the 707 & 921D were working like they should. We ran short of time on the 6776, so we could not test it, but I think that it will work fine given their work on the other engines.

We also had some very capable help in Jerret Oram and Kurt Swanson. They jumped in the pit and after I showed them what to do, they went through the truck lubes as fast as Steve Habeck and his switch crew could spot the engines. This is a dirty, hard job and they did a great job with not so much as a moan. Good job guys!

With the help of the people I have mentioned and people like Ed Powell, Ken Iverson and Steve's crew, much was done and I want to thank everyone that took their time to come up and help. This is one of the things that I like about this museum is the people that you get to work with.

Let me again extend an invitation to any and all of you to come to the museum on the maintenance weekends or any time to help out, not only will you have a great time but you will get to work with some outstanding people.

Until next time

Hank

Locomotive Rental Program

Our drive-it-yourself locomotive rental program has started with the advent of good weather. Skip Englert is again taking reservations (916-832-4532) and working along with him as engineer instructors are Bruce Cooper and Ken Iverson. Other qualified engineers also help out as needed.

The rates have been raised this year to \$95 for one hour on a switcher, \$195 for a two hour "combo" switcher and road unit, or \$125 for one hour for a road unit. This is a very important source of income for our museum. Please let us know if you need flyers to help promote the program.