

Tri-tip deli sandwiches and tropical snow cones, supplementing our Beanery snack bar. Edna Ede, Lorna Miner, Missi Iverson, Barry Anise-Levine and Mary Habeck and girls were kept busy serving our usual fare of hot dogs, hamburgers, chili, nachos and drinks. Alan Wiebe brought a Yogurt machine from Reno and donated all the sales to the museum. Merrill Turpin (Turp) assisted in dispensing chocolate and/or vanilla yogurt. Delicious.

We opened the Gift Shop Annex in the UP Baggage car, Dave and Linda Dewey took care of sales in this location. Barbara Holmes and Ken Hitch worked the main Gift Shop. On stage at noon was Dakota Sid with two musicians singing and playing railroad songs. This was followed by Greg and Ev Holmes and their Wild West Dance Team. At 3:30 PM a Western Gun fight exhibition was preformed in the train yard to the delight of all. A Plumas County Transit bus shuttled passengers between the City Park and the museum with driving time donated by Jim Oels.

Sunday was basically a repeat of Saturday except that Art and Lois Bergman worked the ticket booth. By 5 PM the model railroad layouts were being dismantled and the last train ran. The locomotives were positioned for Monday's rental program and everyone breathed a sigh of relief that another Railroad Days had been safely completed. On Monday Art and Lois Bergman stayed over to help put away tables, etc. along with Doug Morgan, Ken Iverson, Ken Roller, Hap Manitt and Norm Holmes.

Operating train crews included: Jim Gidley, Gordon

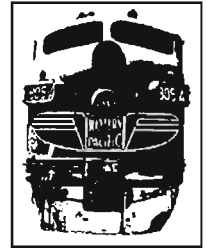
Wollesen, Steve Habeck, Ken Iverson, Don Borden, Kerry Cochran, Jack Palmer, John and Judy Whittaker, Tom Graham, Judy and Melissa McGrath, Pat and Linda Brimmer, Eddie Chase, Don Nelson, Dave Bergman, Paul Finnegan, Bob Carr, Skip Englert, Bill Evans, Hank Stiles and Jeff Palmer.

—PRESERVATION—



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vacation this year, I

visited other museums (yeah, I know — 'busman's holiday'). I was amazed at how much admiration others have for our locomotive preservation projects. I guess part of my amazement is because I know that while the locomotives look good on the outside, they still need more interior work. Our restorations have not been complete rebuilds, as such rebuilds would tax our resources to a point of stagnation. Still we have managed to let the public see what these historic locomotives looked like when they were first put into service.

But we are now faced with a different type of "critter" to bring back, a steam locomotive. Steam is a very powerful force and demands respect - and through regulations, our government requires respect for it too! Because of this, the road back to "life" for this engine is very well defined; and requires major refurbishing procedures. Fortunately, we have a fairly

"small" engine to start with (small is relative, it's still big and heavy!). This will really be our first complete restoration, with the "insides" being rebuilt before the "outsides". The first step will be to determine the boiler's reparability.

Unfortunately the boiler is "buried" under lots of piping and other things, including a jacket of insulating material. Once this is all removed, we can then have the boiler metal's soundness tested (I am personally not worried about this step, unless something untoward shows up, the present signs are very good for its soundness).

If we have a repairable boiler, then the entire locomotive will have to be stripped to the frame so the running gear can be repaired. Leaf springs have rust in-between the leaves, some are broken, some side rod bushings and pins need fitting, the cab floor needs replacement, etc. etc. This is not to imply that the engine is in bad shape, far from it; but it is much older than any of our running engines, and is showing its age.

This is not a task to be dreaded, but an opportunity to show what excellent work we do here. I am looking forward to working with all of you in this project. There will be work here for many diverse interests; iron work, steel fabrication, sheet metal, plumbing, woodworking (including cabinetry), glazing, and metal finishing (polishing and painting). It will be days of grueling work, fun work and a great accomplishment when we are done.

There will soon be a program of fund-raising rewards for those donating to this and other projects,

watch for it in future *Train Sheets*. If you've already donated, you will receive your pre-earned rewards under the finalized awards program.

—*David Dewey*

—THE TRAIN SHEET NOTES—

Train Sheet No. 85, May/June, 1997, was mailed July 22. Our membership secretary, Christine Bradley, edited this issue and it was excellent. Norm and Barbara Holmes, Lolli Bryan, Sue Cooper and Linda Brimmer collected, collated, folded, taped, addressed and sorted the mailing. Possibly due to the UPS strike affect on the Post Office many members did not receive their copies for several weeks.

With this issue, Bill Shippen of Shasta Rail Group (the same company that handles production and now mailing of *The Headlight*) will be editing and producing *The Train Sheet*. The company is also maintaining our mailing listings and keeping up with the ever-changing address changes and membership updates.

Please direct address changes to the Chico office so Bill can get them entered into the database so we can keep our records updated. By knowing your correct address change you not only save us some money on re-mailing cost but you'll get your publication in a timely manner.