



We're on television: In addition to television coverage about our locomotive rental program on Reno, Sacramento and San Francisco stations, we have learned that one segment was repeated on other television news programs including the "Today" show. We know whenever we get publicity because Bruce Cooper's phone starts ringing with people inquiring about our program. We also had a special show taped for viewing on the Leisure channel. Plumas County has never received so much TV publicity ever.

Bruce's locomotive rental program has been very successful this year and has brought in needed revenue to enable us to purchase and restore equipment we would not have otherwise. As a new feature this year for \$50 additional, (\$60 for a 2 hour rental) Dean Hill will make a video of the person(s) doing the rental and send it to them.

Museum Doings

Bruce Cooper made our International dump truck pay for itself by hauling 24 loads of gravel from Graeagle to keep our new entrance road mud free. Norm Holmes hauled a load of Alco 244 heads, some air brake equipment and a small trailer all acquired from several sources of government surplus property.

The Santa train

The Santa train ran on schedule December 7, 1991 with a new Santa. Because of health problems, Emery Godard could not be Santa this year, instead Skip Englert put on the red suit and white beard and greeted the kids with a HO HO HO and a candy cane. Vic Neves and Hank Stiles were the engine crew, Gordon Wollesen, Peter Langdon, Ed Warren, and Dave Forrest were the train crew. Hap Manit decorated the museum entrance with a Christmas tree and Barbara Holmes worked the gift shop.

Donations

Through the help of John Kirkland and Bert St. Vincent, we now have two rebuilt Westinghouse traction motors donated by Geneva Steel Co., Provo, Utah. We only had to pay the freight charges from Utah. We were in need of a motor for our Baldwin DS-4-4-660. When weather permits, the bad order motor will be replaced.

More Donations

Peter Langdon designed and Jerry

Todd made a number of sheet metal exhaust stack covers and four metal backs for the cab heralds for engines 608 and 2001. Roger Hepkema donated twelve boxes of California Zephyr dining car checks that we can sell at the gift shop and at railroadiana shows.

Cash Donations

The following people have made cash contributions to the FRRS:

Norman E. Anderson
Alan Aske
Milne Collis
Steve Fauth
Henry Forni
Charles Givens
Jeffrey Jamason
Richard W. & Nell Kirker
Fred Klyver
Michel Knight
Gordon MacDonald
David Martin
George Moody, Sr.
Albert Novak
Philip John Schmierer
Ralph Shafer
Richard Sloan
Larry Van Horn
Joe Vondracek
Harold Warley

Steam to San Jose

As announced in the September-October 1991 Train Sheet, the Central Coast Chapter of NRHS is sponsoring the 1992 NRHS convention in San Jose. In conjunction with the convention Union Pacific will be sending Challenger 3985 with a passenger train from Cheyenne to San Jose. Central Coast has asked us to sell and staff the Winnemucca to Portola segment July 16, 1992, and the Portola to Sacramento July 18, 1992 segment. We will also help on the Elko to Winnemucca July 15, 1992 and Winnemucca to Elko on July 29, 1992 jointly with Central Coast and Promontory Chapter. Through tickets from Cheyenne to San Jose and return will be available. Ticket prices have not yet been set and reservations are NOT being taken at this time. A first class mailing will be sent to all FRRS active, family, sustaining and life members announcing ticket availability and details as soon as possible, probably in February, 1992.

Norman & Barbara Holmes and Bill & Melony Evans met with the other sponsoring groups and Steve Lee at Salt Lake City December 13, 1991 to discuss details. It was decided that there will be a central reservation office to handle all ticket sales and inquiries. An 800 number will be activated March 1, 1992.

TRAIN Convention

Barbara and Norman Holmes attended the TRAIN convention in Duluth, MN, November 1 and 2, 1991. It was an experience to say the least. Duluth had a record snow, the most ever to fall from one storm - over three feet. The convention delegates were virtually prisoners in the hotel as roads were closed and the town shut down. Due to closure of airports and roads, the FRA representative, our Washington, D. C. watchdog and the Wisconsin Central Railroad President all were unable to get to the convention.

Local people and delegates were substituted for seminars when previously scheduled people could not get to Duluth.

The Lake Superior Museum of Transportation group did a fine job in hosting the convention under very trying conditions.

Norm presented a brief synopsis of our Fall, 1992 convention to be held at John Ascuaga's Nugget in Sparks, Nevada, co-hosted by the Friends of the Nevada State Railroad Museum.