

## Museum Envy

By David Dewey

Every museum is proud of its collection and the job it is doing saving significant parts of our history. Most museums want to tell the public just how wonderful they are and how important it is to visit their wonderful facility and collection. However in doing so, many museums have inadvertently alienated their fellow museums, and have initiated a "can you top this!?" atmosphere. One museum's brochure proclaims it, "the finest interpretive museum in the world," another states (erroneously, I might add), "world's largest collection." While the marketing department might think these P. T. Barnum tactics bring more visitors, they also antagonize other museums' members.

While the logical side of one's mind can rationalize that, "it's only marketing," the emotional side often is thinking, "where do they get off saying that--is our collection junk?" This creates a negative climate of distrust, competition, jealousy, and inferiority. We've all heard the resulting statements: "They have state funding," "They have wealthier members," "They have more volunteers," "We're interpretive," "We're hands-on."

Enough is enough! Each museum is filling its niche; for the visitor the best museum is the one he or she is visiting right now! We are each trying in our own ways to show the public that our collection is important to our visitors' lives so they will continue to care for it when we're gone. We should not be in competition with each other, but supportive. When a donor offers something out of the realm of the museum's collection, consider who might be interested and direct them there. When preparing ads, don't be arrogant about the museum's uniqueness. When speaking to others, don't belittle other museums. This railroad preservation world is but a small niche in preservation; if we can't show respect for ourselves, how can we expect it from others?



*This photo was taken during the Feather River Transportation Pageant on "Circle the Wagons" weekend. In the foreground are "The Flat Car Floozies." Ken Roller "The Hobo" is sitting behind them on a track material cart doing his antics near the weed burner. In the distant background is a Union Pacific train. Photo by Ed Warren.*

## 805A Restoration Update

By guest writer David Dewey

The star of our fleet has debuted! Although not quite cosmetically finished, the October issues of Trains and Railfan feature photos of her. For Railroad Days, she was coupled to 925C and 921D, and after a brief "training" session, performed flawlessly.

Many projects have recently been completed: Hank replaced the oil filters, mopped out the old oil, and put in fresh oil. David rebuilt the control air regulator. The cab ceiling is partially installed, as are the windshields. Unfinished projects include: new linoleum, seat rebuilding, locating and installing side windows, painting the roof and rear panel, straightening the pilot, polishing and lettering the stainless, and cleaning and painting the engine room.

As this project is at last winding down, we will have a final 805A Report written by Larry Hanlon in the next issue of the Train Sheet. After that, we will have a "Restoration Update" which will attempt to keep you informed of present projects, future restoration plans and accomplishments.

As to future restoration plans, the present plan is to finish the 805A exterior & cab, the 925C exterior, then the 2001 exterior. After that, projects planned are the touch-up (and correction) of 921D, engine room painting of 805A and 925C, and a McCloud paint scheme. Also the car department plans on completing the SN and WP wooden cabooses, and cleaning many boxcars; more developments next time!



*Shown is the nose of 805A after being painted. Photo by Norm Holmes*