

# Restoration Report

By David Dewey

At long last, the 2001 has received silver and orange paint. The paint project has been divided into three parts, the cab and short hood as the first part, the long hood as the second part, and the grills and handrails as the third part. This keeps the painter sane (we hope, although sanity is relevant). So far the underfloor area has been cleaned & painted (much removal of sand and cat droppings), broken bolts removed & nuts re-tapped. The engine compartment and doors have been "Hotseyed," and the short hood end and cab have been painted and some hand rails reinstalled. The cab glazing was Plexiglas put in as a temporary measure when the unit arrived, this is being replaced with FRA approved glazing. (Glass we obtained from the Big SP Sacramento Shops auction - this has saved the museum over \$500!) Most of the stored parts have been retrieved from Grass Valley. We were hoping to have the 2001 finished for Railfan Day, but another project has interrupted our progress.

The VIA Alco FPA has a cracked liner on #1 cylinder, allowing water to flood the oil compartment. After receiving detailed instructions, Norm and Doug Morgan pulled the head, and verified the crack. Darrel Hall from Ely came over and directed the liner removal project. He, Doug Morgan, and David Dewey created a liner removal press utilizing a 20 ton port-a-power and popped the liner loose. A new liner has been ordered, which should be back in the engine for Railfan Day, if Mr. Murphy stays away. Darrel also built us a ring compressor. A giant THANK YOU goes to Darrel for both his help and his wife's patience with our project.

Some progress has been noted on other projects, too. The original Aluminum paint color has been researched further; we believe we finally have the right color, and it has excellent hiding qualities. The 805A's door glass and regulators, also glass and channels for the 921 are being prepared by a friend of Tom Graham's. The Ingersoll-Rand has reconstructed doors and windows by Merrill Turpin. They are really beautiful, it's hard to believe they are almost completely the original wood--Great job Turp!

We have another surprise: a 1922 Model T Motorcar that is almost done! It is temporarily on highway wheels until 20" Fairmont wheels from Norm can be delivered and modified to fit. The Chassis and restoration are by Tom Sharpsteen of Orland, the body was donated by Oly & Mort Lindahl of Durham, fenders and cowl donated by Bill Thomas of Oroville.

Tom Graham has been busy disassembling and cleaning the bad engine for the SN 146; it is almost ready for re-assembly (if the other projects would go away, like building

safety gates for the caboose train and other stuff). Oh, by the way Tom, there's also some welding needed on 2001....

Don Borden worked for 3 days using the Hotsey pressure washer cleaning all of our dirty engines. It was an unpleasant job, but he stuck to it and his work is appreciated by everyone.

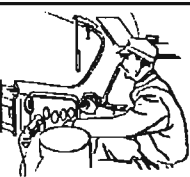
The mechanical department has been busy too, Hank is repairing the bad air compressor on the Kodachrome GP9, and preparing to switch parts around for the compressor on 925. Also many battery change-outs have prepared more units for reliable running. The cracked batteries in UP 849 were changed out by Steve Habeck and Gordon Wollesen while David Dewey painted handrails and rust spots so it would be ready to go to Loyalton for Timberfest. The unit with a WP caboose in tow left just ahead of the VIP train.

There's lots going on in Restoration and Mechanical Departments, we could always use your talents, just volunteer!

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as of August 31, 1995

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