

## ON RESTORATION

By DAVID DEWEY

Defining the word 'restoration' is a difficult thing, it means different things to different people. In a recent interview for *Classic Automobile*, Jay Leno (himself a major car collector) stated that if someone is getting rich restoring, he's cutting corners somewhere! In its purest definition, a restoration is a complete disassembly and refurbishing to an 'as built' condition of every component of an 'artifact'. We have some beautiful looking locomotives at the museum, and we speak of the 'restoration' of 805A and 2001. We can rightly be proud of the work that we have done on these engines. However, in the highest definition of the word restoration, we have really only repaired and cosmetically restored these engines. To be practical, we would financially destroy ourselves trying to do a complete restoration on these engines. The man-hours and equipment needed would overwhelm us! We have brought them back to life. They are now doing a wonderful job of preserving, for a time at least, the WP heritage we hold so dear.

## JULY TRAINSHEET REPORT

There isn't much visible progress to report on restoration projects this month; however behind the scenes planning work continues. It's like building a house; without plans, you don't know where to put the stairs, windows and doors (your own version of the Winchester mansion)! We are still searching for the correct and inexpensive way of removing the 'nonconforming' insulating material on SP1215's boiler. We can use some volunteer, nontechnical help cleaning out a storage space for the parts which will be coming off when we begin the work on this engine. If you're at the museum and want to help, just check the restoration write-on board for a list of stuff to be done. Thanks for your support.



The Round Fender Chevrolet truck club visited the museum on June 28, 1997.



## OBITUARIES

Two members recently passed away. Helen McGavin and L. Wheaton Smith. Although not a member, Emery Godard died also. Emery helped us as a cook in the Beanery and helped change the dynamic brake grids in the 921D when we first got started.

Our sympathies to the families for their loss.

## NORM'S ADDITIONAL VIEWS ON THE B UNIT SALE

As a result of my "word" in the March-April Train Sheet regarding the proposed sale of the VIA Alco FPA-4, I have received a number of positive responses and a few that were negative to my view. Several of the positive responses included checks for our restoration funds. Elsewhere in this issue is a rebuttal to my opinion on this subject, however, I feel I must further clarify my reasons for keeping the unit in our collection.

Visitors constantly comment on our wonderful museum. They enjoy seeing our large collection of locomotives and cars. It is the size and variety of equipment that interests the visitor. As mentioned before, there are a few pieces of equipment that could be disposed of without hurting the collection. However, an A-B set of Alco units is irreplaceable. We have an A-B EMD F7 set. No one is suggesting that we dispose of the EMD B unit.

I personally purchased and donated the Long Island Alco FA-2 that was sold to provide some of the funds to purchase the VIA Alco's. I went to Montreal and selected the FPA4 and FPB4 and was able to negotiate a deal for the A and the B at a price that we were willing to pay for the A alone.

I don't believe we should sell off our collection to raise money. There are many other ways. The Western Railway Museum recently raised \$275,000 from donations and grants for their visitor center. This is without selling any of their collection. If the same effort was made to obtain grants and other revenue sources as has been made to sell the Alco B unit, we wouldn't have to consider the sale.

We need to keep the Alco A unit available as a backup for the 921D, recently a part was needed for the Alco A and it was borrowed from the Alco B, to be replaced later. I expect our museum to be here for many years to come and as the locomotives get older, parts will be harder to obtain. At the very least, the B unit should be kept as a parts source. I welcome your comments. Thank you for your past and future support.

Norman Holmes