

"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.