

**—SPECIAL FUND STATUS—**

Item	Additions	Balance	Notes
Building	-	\$16,665.25	
WP GP9	\$200.00	\$12,344.75	(1)
SP 1215	\$100.00	\$22,779.52	(2)
UP 737	-	-	
IR 110-1	-	-	
UP 105	\$1,245.00	\$1,535.00	(3)
CTC Board	-	\$220.00	

- (1) Richard Sullivan
- (2) Hank Stiles plus interest
- (3) Ray Moser and cash donations

**—OUR NEW LIFE MEMBERS—**

*Edward Chase  
Jeffrey Childs  
Bruce Metcalf*

**—OBITUARIES—**

*We are saddened to learn of the passing of long time friend Jim Sherrard.*

**—INTERESTING TRIVIA—**

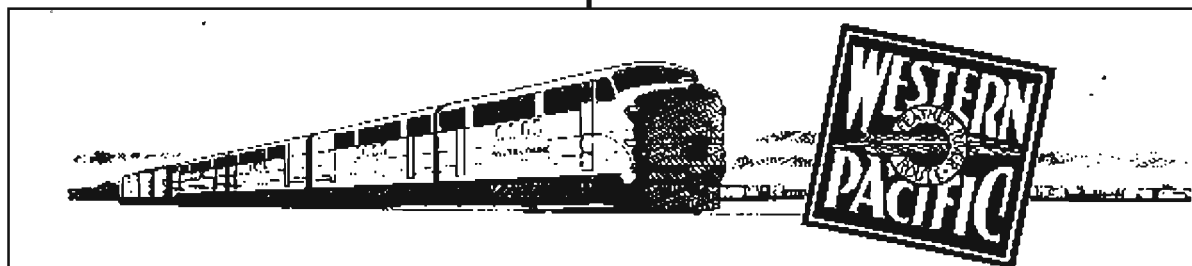
**ALCo, ALCO, ALCO**

Alco, how do you spell the name? The following is a digest of a letter by Dave Strom, former engineering department employee of the American Locomotive Company, sent to Model Railroading magazine. "In 1954 American Locomotive Co. used ALCO on name badges. The company envelope showed Alco in the logo. Later the company changed their name to Alco Products, Inc. The company never used ALCo as an abbreviation of the name. Therefore ALCO or Alco is correct".



The fifteenth annual Feather River Railroad Days is history. While not as well attended as in previous years, it was never-the-less a successful event. For some reason attendance was down about 25%. Attendance at the Plumas-Sierra County Fair in Quincy the previous week was also down from prior years.

Preparation for the event was started weeks before with the Gift Shop ordering extra merchandise and a general clean up of the shop building and grounds. During the



week before Railroad Days, Don Borden used our high pressure washer to clean six locomotives, seven cabooses and the Burro Crane. When he finished washing the equipment he cleaned the oil pan. Nice work doing a very dirty job. Thanks. Bruce and Sue Cooper picked up supplies from Reno for the Beanery, Linda Brimmer painted the counter and Lois Bergman cleaned the windows and tables. Ken Roller made sure the model railroad was in good operating condition and purchased a WP 4-8-2 locomotive for the WP passenger train. Friday, August 15, Dave Bergman, Kerry Cochran and Art Bergman moved the portable stage to the dock area and hung a camouflage net over the stage and seating area. Norm Holmes striped the parking lot for organized parking. Hank Stiles, Steve Habeck and Rod McClure worked on the locomotives that were scheduled to run over the weekend and the train crews switched out the cars to be used in the two trains. A birthday cake surprised Norm for his 70th birthday, all enjoyed a piece of the cake.

By early afternoon the model railroad layouts started arriving. The Thunder Mountain Group from Sacramento, through a misunderstanding, brought a 21x98 foot layout instead of one 60 feet long. As these are 4 foot segments a quick adjustment in the design allowed for a dog leg around another, smaller layout. The Donner Pass Gandy Dancers HO layout from Carson City occupied the eastern end of the shop building while the G gauge layout of the Lake Tahoe, Truckee and Northwestern Historical Modelers was positioned in between. Steve Hayes

from Twain Hart brought up a 5x23 foot layout and Jim Druckmiller from Sacramento operated a small N gauge layout. By Friday evening all layouts were up and running. We really appreciate the participation of these groups in helping us to make our museum an important part of the railroad days event.

In cooperation with the Union Pacific's MOP Marv Dunn, we set up an Operation Life Saver booth and moved our Santa Fe diner into the building for use as a theatre. Lolli Bryan spiffed up the UP Business car for visitors and placed a pair of UP kerosene markers on the rear brackets. Unfortunately some scum-ball stole one of the markers over the weekend. It is stamped UP LEFT. We'd sure like to have it back.

Saturday morning started early with a pancake breakfast at 7 AM with David and Linda Dewey, Bruce and Sue Cooper and Lolli Bryan doing the cooking and serving. Train operation started at 9:30 and Portola's Gold Spike Parade commenced at 11 AM. This years parade Marshall's were Hap Manitt, Skip Englert with wife Mary and Norm Holmes accompanied by Barbara, all in separate red convertibles. (One was supplied by Dave Bergman). Leading the parade behind the color guard was Chuck Yeager. Our operational M-60 Army tank brought cheers from the crowd as Bruce and Sue Cooper drove it through town. Lolli Bryan entered her orange and silver van as our Society's other entry.

After the parade it was going to work time. Train tickets were sold in the ticked booth by Vickie Krois, assisted by Norma Hayes. Trains were scheduled every 20 minutes. The Knotty Dog from Quincy sold

Tri-tip deli sandwiches and tropical snow cones, supplementing our Beanery snack bar. Edna Ede, Lorna Miner, Missi Iverson, Barry Anise-Levine and Mary Habeck and girls were kept busy serving our usual fare of hot dogs, hamburgers, chili, nachos and drinks. Alan Wiebe brought a Yogurt machine from Reno and donated all the sales to the museum. Merrill Turpin (Turp) assisted in dispensing chocolate and/or vanilla yogurt. Delicious.

We opened the Gift Shop Annex in the UP Baggage car, Dave and Linda Dewey took care of sales in this location. Barbara Holmes and Ken Hitch worked the main Gift Shop. On stage at noon was Dakota Sid with two musicians singing and playing railroad songs. This was followed by Greg and Ev Holmes and their Wild West Dance Team. At 3:30 PM a Western Gun fight exhibition was preformed in the train yard to the delight of all. A Plumas County Transit bus shuttled passengers between the City Park and the museum with driving time donated by Jim Oels.

Sunday was basically a repeat of Saturday except that Art and Lois Bergman worked the ticket booth. By 5 PM the model railroad layouts were being dismantled and the last train ran. The locomotives were positioned for Monday's rental program and everyone breathed a sigh of relief that another Railroad Days had been safely completed. On Monday Art and Lois Bergman stayed over to help put away tables, etc. along with Doug Morgan, Ken Iverson, Ken Roller, Hap Manitt and Norm Holmes.

Operating train crews included: Jim Gidley, Gordon

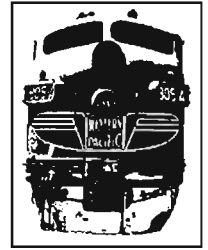
Wollesen, Steve Habeck, Ken Iverson, Don Borden, Kerry Cochran, Jack Palmer, John and Judy Whittaker, Tom Graham, Judy and Melissa McGrath, Pat and Linda Brimmer, Eddie Chase, Don Nelson, Dave Bergman, Paul Finnegan, Bob Carr, Skip Englert, Bill Evans, Hank Stiles and Jeff Palmer.

## —PRESERVATION—



O

n



vacation this year, I

visited other museums (yeah, I know — 'busman's holiday'). I was amazed at how much admiration others have for our locomotive preservation projects. I guess part of my amazement is because I know that while the locomotives look good on the outside, they still need more interior work. Our restorations have not been complete rebuilds, as such rebuilds would tax our resources to a point of stagnation. Still we have managed to let the public see what these historic locomotives looked like when they were first put into service.

But we are now faced with a different type of "critter" to bring back, a steam locomotive. Steam is a very powerful force and demands respect - and through regulations, our government requires respect for it too! Because of this, the road back to "life" for this engine is very well defined; and requires major refurbishing procedures. Fortunately, we have a fairly