

# Hap Mani's Diary of Museum Happenings

August 19, 1990 Dave McClain worked on engine 501, 849, and got both engines working. Norm Holmes straightened out the electrical shop.

August 20, 1990 The big lathe was moved from the middle of the floor to the side of the engine shop.

August 22, 1990 The boxcar that contained dozens of rugs for use on Railroad Days was spotted in the engine house as was the flat car that was used as the stage for the music group.

August 23, 1990 97 members travelled by bus to Portola from the model RR convention at the Peppermill in Reno to tour the museum. They all rented a locomotive for several hours.

August 24, 1990 Rugs were pulled out of the WP boxcar and spread out on the enginehouse floor in the area for the modular model RR people, who then set up starting that evening.

August 25, 1990 The Railroad Days parade took place which was a great success and made money for next year. Railroad Days was in full swing on this day at the museum.

August 26, 1990 Railroad Days. Hap thought everyone was mad at him because he made everyone work so hard to prepare for Railroad Days, but then he was taken into the dining room and given two awards; one from the Vintage Railway Association, and the other from FRRS. He appreciates and cherishes both awards and has put them on his mantle at home.

August 27, 1990 Steve Habeck and his switch crew put all of the cars and locomotives back in their original spots after Railroad Days. The inside of the engine house was cleaned up under Hap's watchful eye.

August 28, 1990 Dave Dodds, Dean Hill, Hank Stiles, Hap Mani and Norm Holmes prepared the Train Sheet for mailing. Dave Thussell donated a beautiful woven rug measuring 6'2" X 5'3" which was in the form of a WP herald to the museum which will be hung in the gift shop. A group from Airstream Trailers toured the museum and had a train ride.

September 1, 1990 was the last big vacation weekend of the summer. Sue Cooper, Emery Goddard, and daughter cleaned up the cookshack and stored equipment for the winter. Norm Holmes, Ski and Fred James stenciled and painted lines and number figures on engine 501. Norm Holmes prepared engine 512 for painting.

September 2, 1990 Kent Stephens worked on the new dump truck's windshield wipers. Wayne Monger, Mardi Vincent, and Fred James painted FRRS station signs.

September 4, 1990 Ken Roller worked on hospital car, cutting brackets off top of car and removing old cabinets and ammo boxes out of interior. Norm Holmes worked more on engine 512.

September 5, 1990 Bill Evans from Palmdale arrived to work on engine 805A for three days. This was his 9th trip up to the museum to work. We owe him great thanks for all his work.

September 7, 1990 Ski finished painting numbers and lettering on engine 501.

September 9, 1990 Wayne Monger and John Walker cleaned hopper car SN 5005 to prepare it for a coat of gray paint. They made up stencils and repainted the numbers on the car.

September 10, 1990 Norm Holmes worked more on engine 512 to prepare it for painting.

September 12, 1990 Mr. Merle Turpin, a friend of Skip Englert's who is in the glass business, brought up his glass machinery and worked on replacing the windows of the 608, 501, 512. Wayne Monger finished the SN 5005 hopper car stenciling.

September 13, 1990 Norm Holmes cut and taped paper strips on engine 512 to prepare it for painting white stripes on ends of unit. The switch crew started making up the trains for Railfan Day. Conductor: Steve Habeck. Engineer: Ed Warren. Switchmen: Hank Stiles, Gordon Wollesen. Wayne and Lynda Monger and others made up signs and banners, and prepared the grounds and ticket booths for Railfan Day.

September 14, 1990 Switching Crew finished making up the trains for Railfan Day. Norm Holmes finished painting the stripes on engine 512. Ed Crary arrived from Mountain View and was immediately trapped by Hap Mani and put to work on various jobs around the museum until he left.

September 15, 1990 was Railfan Day. It was spectacular and successful.

September 16, 1990 was the cleanup after Railfan Day. Cars were put back in proper tracks. At the start of the day's work, a baby night hawk was found under track 1 switchstand. It was taken to the vet for a checkup. It was found that the bird was too small to fly. It was returned to Portola and then turned over to Debbie Bliss for caring. Richard Canino checked the batteries on the Milw 5057 unit.

September 17, 1990 Doug Jensen peeled paint off of doors of engine 2001.

September 20, 1990 33 people from KOA Van Tours toured the museum, and went on a train ride.

September 21, 1990 Ken Roller cleaned out the coach car on the platform and worked on balloon track checking ties and angle bars.

September 22, 1990 38 people from the Sacramento Railroad Museum Docent Association toured the museum and went for a train ride. Mark French, Kent Stephens, Terry Decottignies and Glen Hanson hauled material from the museum gift shop to Chico for a railroad show at the county fair there.

September 23, 1990 Bill Evans worked on 805A with help from Terry Decottignies.

September 25, 1990 Dick Joy started hauling base gravel for the new FRRS roadway.

September 27, 1990 Gordon Wollesen checked all batteries in all locomotives.

September 29, 1990 98 tourists toured the museum and went for a train ride. The annual fall cleanup took place with a total of 20 members participating. They were fed by Sue Cooper and Emery Goddard.

September 30, 1990 Locomotive batteries were serviced and charged. Batteries were removed from engine 2001, and one battery on engine 707 was replaced. The picnic grounds were cleaned up and the tables were brought inside for the winter. Mardi Vincent scraped and cleaned door from engine 805A. Extra brake parts were removed from nose of Simplot 4004 and stored in boxcar.

October 1, 1990 Switching crews spotted cars in yard and engine house for winter.

October 2, 1990 Steve Habeck worked on painting switchstand targets, and put large readable track numbers on each one. John Sorel donated old-time tables to our museum.

October 5, 1990 Sierra Pacific Power Co. put up a new flagpole rope for us with their cherry-picker truck.

October 6, 1990 Norm Holmes and his sons Steve and Greg, went all through and revamped the wiring system on the new dump truck, and started it for the first time.

October 7, 1990 Bill Evans, Bob Blanche and Mardi Vincent worked on 805A.

October 9, 1990 24 kids and 12 leaders from The Truckee Pre-School toured the museum.

October 10, 1990 A television crew filmed a segment on our rental program. Paul Comer donated video tapes for sale in gift shop.

October 12, 1990 County supervisors from most of the Northern California counties arrived at the museum and were given a tour and a cab ride.

October 13, 1990 An underground lead for electrical service near the outfit cars was put in. A ditch was dug under the tracks in the area. Gordon Wollesen, Hank Stiles, Mardi Vincent, Dan Ogle, Eric Rich, and Phil Wells did the back-breaking digging work. Larry Hanlon, Ski, Dave McClain, Dan Ogle all worked on the 805A. Mike Flannery's daughter, Julia, and her husband Steve, came to the museum and enjoyed it very much. Mike Flannery is the former UP president who has been so good to us.

October 14, 1990 Larry Hanlon, Ski, Dave McClain, Dan Ogle continued working on the 805A. Phil Wells, Eric and Liz Rich, Ken Roller shoveled and smoothed out the dirt where the ditch was dug for the power service. Ski painted the lettering on engine 512.

October 16, 1990 The State of Washington's Blue Goose enterprise called and asked for information on how we run our locomotive rental program.

October 17, 1990 The Kentucky Railroad Museum called for the same reason.

October 20, 1990 Ski finished painting the lettering on the side of engine 512.