



Caboosing With Hap Manitt

News from around the museum...

February 18, 1991 Ken Roller finished the enclosure to the model railroad display.

February 20, 1991 Gordon Wollesen worked on electrical work in hallway to women's restroom.

February 21, 1991 Gordon Wollesen worked on electrical short circuit in the "Silver Debris" car.

February 25, 1991 Bruce Cooper, Gordon Wollesen and Ken Roller switched the yard for about 3 hours.

March 1, 1991 Ken Roller started mounting Hap's pictures on the 2' x 3' panels and arranged the display next to model railroad in the Flannery meeting room.

March 7, 1991 Gordon Wollesen worked on repairing electrical problem.

March 9, 1991 Dave McClain, John Ryczkowski and Larry Hanlon worked on cylinder liner seals on engine 805A.

March 10, 1991 Larry Hanlon and Dave McClain worked more on cylinder liners 4, 5 and 12 on engine 805A. John and Mary Ryczkowski painted logo, Feather River Route, on fireman's side of engine 512.

March 13, 1991 Norm Holmes, Hap Manitt, Dean Hill, Mardi Vincent and Ken Roller left Portola at 9:12 AM with a rental truck headed to Sacramento to pick up the first load of dispatching equipment that had been donated by the Union Pacific. They returned to Portola at 10:30 PM. Dave Anderson and Wayne Monger were in Sacramento to help.

March 14, 1991 Norm Holmes, Hap Manitt, Bruce Cooper, Gordon Wollesen unloaded the contents of the rental truck. Ken Roller finished another painting for the museum.

March 16, 1991 Norm Holmes and Barbara Holmes were at Winterail in Modesto.

March 19, 1991 Norm Holmes, Hap Manitt, Ken Roller, Mardi Vincent and Ed Warren made the second trip to Sacramento to pick up dispatching equipment. They left Portola at 6:25 AM. Dave Anderson and Wayne Monger were again in Sacramento to help.

March 20, 1991 Norm Holmes, Bruce Cooper, Gordon Wollesen, Hap Manitt and Ken Roller unloaded the rental truck.

March 21, 1991 Gordon Wollesen, Bruce Cooper switched engines 608, 512, and 921D into the enginehouse.

March 27, 1991 Norm Holmes and Hap Manitt made the final trip to Sacramento to remove the remainder of dispatching equipment. They left Portola at 8:30 AM. Wayne Monger and Dave Anderson helped load the rental truck to capacity in Sacramento. Norm and Hap arrived back in Portola at 10:00 PM.

March 28, 1991 Bruce Cooper, Norm Holmes, Gordon Wollesen, Hap Manitt, Ken Roller and three helpers from L.A. unloaded the rental truck. Hank Stiles removed snow from the north side of the museum. Bruce Cooper gave an engine ride to the three helpers who helped unload the truck.

March 30, 1991 Norm Holmes and Dean Hill worked on the journals of engines 512 and 608 which were full of water. They cleaned and relubricated them all.

April 1, 1991 Gordon Wollesen worked on wiring batteries to battery switch. Hap Manitt repaired the flag. Mardi Vincent worked on grinding of pilot of engine 805A.

April 2, 1991 Gordon Wollesen worked on the 608 battery cable leads. Mardi Vincent worked on grinding of pilot of engine 805A. Ken Roller took down crossing sign and dug a deeper post hole. Norm Holmes, Hap Manitt, Ken Roller and Mardi Vincent replaced the post back in the hole.

April 4, 1991 Gordon Wollesen finished electrical work on

engine 608. Vic Neves and Wayne Monger drove up the Feather River Canyon selecting photo run-by locations for the upcoming steam excursion.

April 6, 1991 Vic Neves and Wayne Monger selected photo run-by locations between Portola and Sand Pass.

April 7, 1991 Sue Cooper did spring clean-up of kitchen. Wayne Monger worked on his motor car.

April 8, 1991 Gordon Wollesen worked on kitchen wiring circuit.

April 10, 1991 Bruce Cooper, Ken Roller and Gordon Wollesen switched engine 6946 into engine house for restoration work.

April 12, 1991 Bill Evans worked on engine 6946.

April 13, 1991 Hank Stiles serviced engine 501. Bill Evans worked grinding and filling engine 6946. Robert Blanch worked on engine 805A grinding. Larry Hanlon, John Ryczkowski, and Dave McClain worked on cylinder liners of engine 805A. Doug Jensen worked on engine 2001.

April 15, 1991 Doug Jensen worked on engine 2001. Ken Roller worked on tracks. Mardi Vincent drained air boxes on engine 501 and lubed center plates front and rear. Doug Jensen removed paint on engine 2001 doors with hot paint remover and steam cleaning.

April 19, 1991 Norm Holmes, Gordon Wollesen, Ken Roller, Dean Hill, Gary Cousin, Pat Cousin, Bruce Cooper, Hank Stiles and Skip Englert cleaned up shop area.

April 20, 1991 Big work day workers: Norm Holmes, Barbara Holmes, Bruce Cooper, Hank Stiles, Mardi Vincent, Gary Cousin, Hap Manitt, Gordon Wollesen, Corine Wollesen, Ed Warren, Steve Habeck, Jim Gidley, Sr., Dan Ogle and Skip Englert and anyone who we may have missed. Sue Cooper, Pat Cousin and Corine Wollesen fed everyone.

April 21, 1991 Norm Holmes, Hank Stiles, Hap Manitt, Steve Habeck, Kent Stephens, Dean Hill, Mark French, Gary Cousin, Mardi Vincent, Ken Roller, Jim Gidley, Sr., Brian Challenger, Bruce Cooper and Ed Warren cleaned up all day. Pat Cousin and Sue Cooper worked in the kitchen to feed all of the hungry helpers. Ken Roller replaced angle bars and ties.

April 22, 1991 Steve Habeck, Brian Challenger, Mardi Vincent, Hank Stiles, Hap Manitt, and Gordon Wollesen cleaned up all day. Jim and Janene Mathew painted the floor in the kitchen, meeting room and gift shop.

April 23, 1991 Norm Holmes and Steve Habeck hauled the ticket booth to the parking lot, and moved picnic benches to the picnic area. Hank Stiles and Steve Habeck worked on clean up of yard. Ed Crary, Hap Manitt and Ken Roller cleaned up inside of museum, and painted floors in operation room. Steve Habeck put up newly painted targets at Malfunction Junction and put up new plastic signs on the snow plow and the new derrick.

April 24, 1991 This day's workers included: Norm Holmes, Hap Manitt, Gordon Wollesen, Bruce Cooper, Ed Warren, Ken Roller, Ed Crary, Hank Stiles, Steve Habeck and Barbara Holmes. Rolling stock was switched into place for summer. The Loyaltown Preschool visited the museum at 10:00 AM and was given a tour and train ride. Engineer: Steve Habeck; Conductor: Gordon Wollesen.

April 25, 1991 The westbound UP steam train arrived at Portola at 7:15 PM. Steve Habeck, Hank Stiles and Gordon Wollesen finished switching the yard. Sue Cooper put new tablecloths on the dining room tables. Bruce Cooper hauled 2 loads of road base to smooth out roadways in our facility and ballast for track 7.