



Caboosing

with Hap Manitt...

...the museum's diary

- April 17, 1992 Brian Challender, Dave Bergman, Norm Holmes, Hap Manitt set up the air compressor outside of the shop for use with a jack hammer to be used to remove concrete in the shop area. They also covered everything in the vicinity with tarps.
- April 18, 1992 Jim Ley and Dave Anderson steam cleaned the kitchen grills and filter screens. Jack hammer work commenced on this day.
- April 19, 1992 The jack hammer crew of Brian Challender, Dave Anderson, Dave Bergman and Hank Stiles worked on the removal of excess concrete in the shop area.
- April 20, 1992 Ken Roller worked on picture displays and model railroad.
- April 23, 1992 Ken Roller started cleaning out the new arrival of UP baggage car 904221.
- April 24, 1992 Contractor Rick Joy graded 18 piles of gravel on our entrance road.
- April 25, 1992 Sue Cooper prepared the dining room and kitchen for painting. Eric Rich and his wife worked extensively on radios in 4 different engines. They have now totaled 115 hours of work at the museum on radios and other electrical work.
- April 26, 1992 Wayne Monger and Vic Neves worked on engine O&NW 4. Hank Stiles worked on engine 501 installing governor, and fuel injectors.
- April 30, 1992 Ken Roller and Norm Holmes worked on removing junk cabinets from UP baggage car.
- May 1, 1992 Bruce Cooper worked on the loader's electrical and fuel systems. Gordon Wollesen worked on tank car FR&W 12107 starting to convert it into a fuel storage tank. Gordy's work on this tank car, and on museum electrical systems was ongoing.
- May 3, 1992 Wayne Monger worked some more on engine O&NW 4.
- May 5, 1992 The new fence was installed on this day on the south side of the lead track.
- May 6, 1992 Bill Alexander along with helpers Norm Holmes and Hap Manitt installed lower liner seal on the number 13 cylinder of engine 4404 along with other engine work.
- May 7, 1992 For the first time since the engine house was constructed in 1953, the 2 west end doors can now be raised and lowered by electric motors.
- May 8, 1992 Engine O&NW 4 was unloaded by a very enthusiastic crew which has already been mentioned elsewhere. Ken Roller began painting new sign for entrance to museum.
- May 9, 1992 Errol Spangler, Bob Lindley, and Bob York worked on caboose ATSF 999197 cleaning and painting letters and numbers on it. Norm Holmes, Larry Hanlon, Dave McClain, John Ryczkowski, Hank Stiles, Wayne Monger, Ken Roller, Gordon Wollesen and Dirk Wightman all helped remove junk out of UP baggage car in preparation for it being converted into display of dispatcher's board. Dan Ogle worked on electrical system of engine 805A. Tom Moungovan and his friend David Keitel repaired water hose leak on engine SP 4404.
- May 11, 1992 Hap Manitt, Norm Holmes, Bob Lindley, and Ken Roller all cleaned up the debris from the jack hammering work.
- May 12, 1992 Rick Joy leveled out gravel in the area just north of the south lead and east of Milward Switch to allow for installing more track. Chris Skow worked hard for 4 days cleaning and rearranging everything in the museum's display room. He replaced broken glass, and attached the dispatcher's board to the wall so it no longer falls off.
- May 15, 1992 O&NW number 3 arrived in Portola.
- May 16, 1992 Norm Holmes, Jim Gidley, Sr., and Gordon Wollesen moved 4 picnic tables to the picnic area. Bruce Cooper worked on ignition system of loader and made it run just fine. Norm Holmes raked and leveled ground where the new fence had been installed.
- May 16, 1992 Pete Langdon worked on tank car that will be used for fuel storage. Mardi Langdon worked on CMO report. Jim Gidley, Sr. cut down brush on the balloon track until the mosquitoes drove him away. Bill Alexander and family arrived to work on engine 4404 doing internal engine work.
- May 18, 1992 Engine O&NW 3 was unloaded by the enthusiastic crew of Norm Holmes, Jim Ley, Larry LaBarge, Phil "Sluggo" Schmierer, Hank Stiles and Ed Warren.
- May 19, 1992 Jim Ley, Hank Stiles and Phil "Sluggo" Schmierer inspected and fueled derrick 37.
- May 21, 1992 Concrete was poured on this day to complete the project of leveling the floor in the shop area.
- May 23, 1992 The Memorial day season opening was well attended. Kitchen crew: Bruce Cooper, Sue Cooper, Pat Cousin, Melony Evans, Emery Godard, Gayle McClain.
- May 24, 1992 Hank Stiles and Gary Cousin changed 3 batteries out of engine NVR 51.
- May 27, 1992 Ken Roller replaced 2 ties on track 3 along with 2 broken angle bars.
- May 28, 1992 Norm Holmes started work on touch up painting of engine 707 in preparation for it being sent to a mini railfair at Sacramento. Groups from Feather River College Elder Hostel, Greenville School and Portola Eastern Plumas District Hospital all toured the museum and went for train rides.
- May 29, 1992 Bob Stern and Norm Holmes installed a video camera on the rear of engine 921 and a monitor in its cab so as to better see the track when backing up.
- June 3, 1992 Bill the cat passed away on this day. See story elsewhere. Ken Roller started work on turning around the unused switch just north of Milward switch. Bill Alexander was still here working hard on engine 4404.
- June 5, 1992 A Portola kindergarten class toured the museum and had a train ride. Both O&NW Baldwins were switched out for photos for the Train Sheet.

AS-616 O&NW #3 Arrives

On May 15, 1992, our second Baldwin AS-616, O&NW #3, arrived on the 2 leased DODX flat cars. The trucks were unloaded from one flat on Sunday, May 17, 1992 and #3's body was unloaded and placed on its trucks on May 18, 1992. Jim Ley operated our 200 ton derrick. The ground crew consisted of Norm Holmes, Larry LaBarge, Ken Roller, Phil "Sluggo" Schmierer, Hank Stiles, Ed Warren, and Dirk Wightman. The operation went smoothly as this is our fourth locomotive to arrive and be unloaded in this manner. We have become "experts!" We thank all those who have contributed to our Baldwin fund; additional financial help is needed to help defray the moving costs. Mark French, Wayne Monger and Vic Neves have been working on #4 to reattach the traction motor cables and to do whatever else is needed to put the unit back in operation.