



Caboosing

with Hap Manitt...

...the museum's diary

October 16, 1992 Matt Barton worked on dismantling US Steel 80 tonner preparing it for shipment out. Rose Hersted oiled switch points and switch stands.

October 17, 1992 Merrill Turpin and Skip Englert repaired windshield on engine 501. Hank Stiles worked on voltage regulator of engine O&NW 4.

October 18, 1992 Hank Stiles worked on the dismantling of US Steel 80 tonner. Rose Hersted cut weeds on north side of museum fence.

October 21, 1992 Bill Alexander and son Robert worked on engines MILW 5057 and UP 849.

October 24, 1992 Gordon Wollesen worked on improvements to Silver Spike car. His work on this was ongoing. Hank Stiles replaced brake shoes on engine WP 512 and charged batteries on engine WP 707.

October 27, 1992 Ken Roller put protective coating on outdoor seats of caboose MoPac 13878.

October 30, 1992 Skip Englert took visitors from Elderhostel for locomotive rides.

November 4, 1992 Hank Stiles, Gordon Wollesen, Jim Ley, Bruce Cooper, and Matt Barton worked 9 hours to spot and start locomotives for the benefit of the tour group of TRAIN conventioners. Sue Cooper and Rose Hersted served home baked cookies and hot drinks to the conventioners.

November 10, 1992 Rose Hersted shoveled gravel onto road and removed masking tape and paper from engine 608.

November 11, 1992 Gordon Wollesen and his sons Ian and Will set two poles for electrical service to Silver Spike.

November 16, 1992 Bruce Cooper repaired water pump on engine WP 512.

November 17, 1992 Gordon Wollesen, Steve Habeck and

Norm Holmes moved the new large propane tank into place near the Silver Spike.

November 20, 1992 Bruce Cooper, Skip Englert, Steve Habeck, Ed Warren, Norm Holmes, Hap Manitt, and Rose Hersted did extensive work on switching, track relocation, and tie downs in loading US Steel 80 tonner onto flat car for shipment.

November 22, 1992 Norm Holmes, Bruce Cooper, Hap Manitt, Steve Habeck and Ken Roller put everything back where it belonged, including the rip track.

November 27, 1992 Rose Hersted finished mailing pocket calendars and stenciled FRRS on new museum tools.

November 30, 1992 Steve Habeck and Gordon Wollesen fired up caboose stoves to check their operation for use on the upcoming Santa Trains.

December 2, 1992 Skip Englert brought the Christmas tree to the museum. Gordon Wollesen, Steve Habeck, Skip Englert, Ian and Will Wollesen, Vickie Krois and students from Jim Beckwourth High School mounted bright Christmas lights on the cabooses and engine to be used on the upcoming Santa Trains. This work was ongoing for several days.

December 5, 1992 Preparations for the Santa Train were completed, and the train ran successfully on this day. Sue Cooper, Edna Ede, Karena Wollesen and Linda Lippincott worked in the Beanery serving free cookies, popcorn and warm drinks to all who attended.

December 10, 1992 Norm Holmes and Steve Habeck switched the Burro Crane into the shop. Marion Rice, a former WPMW mechanic, serviced the unit.

December 12, 1992 The second and final Santa Train was run with success again.

Letter of Appreciation

12/6/1992

Howdy,

I started to fill out a comment card... but I needed more room. Also this is a little more personal.

We heard about your [Santa Claus Train] "event" from a local Portola resident I work with. We've only passed through one other time. Our home is Reno, Nevada. We came specifically for the Railroad Museum and the Santa Train. I brought my son and a friend's daughter. Both kids are six years old and my son had the chance to ride in the cab with the engineer. He loved it, Ashley was thrilled to see Santa and she really appreciated him signing her card.

I want to say Thank You to the railroad people, the City Council, and to all the service clubs that made it all possible, we'll be back... for other events when we hear about them. ...I love small towns and hope to return to live in one some day.

*Thanks again,
Jeff Haliczer*

Good Work Folks!

I want to thank all of the volunteers who put in time at the museum this past year; we received a lot of praise for our professional operation. The train ridership was way up and I am sure it will be as big or bigger in 1993.

The group of people who live in Portola and nearby, who are dedicated, hardworking and at the museum every day, are to be commended for keeping the museum open and going.

I want to expressly thank the members who came up to work in the operating department on weekends this past year. A lot of hours were put in, and often you did work for which you received no thanks, or someone else got the credit for the work done. You know what you did, and I want to thank you.

*Jim Gidley, Sr.
Assistant Crew Supervisor*