

# Caboosing

with Hap Mani...

...the Museum's Diary



Hello everyone!! Yes, it has been quite a while. The combination of the heavy snow last winter and my hectic travel schedule has prevented work on the 805 to the extent desired. Nevertheless, there has been recent progress, and the second half of the year looks more promising. Presently, I'm planning to spend much of the week following Railroad Days attacking the "to do" list. In other activities, the most recent issue of The Headlight required an extra measure of time from John Ryczkowski and myself, but it was worth it. I have also just added a high quality color scanner to the computer arsenal, so we can look forward to reproduction, in color, of WP's clever cartoon ads from the Fifties in future issues. In yet another subject area, Dave McClain arranged the purchase of some semaphores from SP's Siskiyou Line, then went to Oregon to pick them up. The one I purchased will be donated to the museum, and it's possible that there will be additional donations.

- April 21, 1993 Bruce Cooper repaired water leak on engine 921D.
- April 23, 1993 Gordon Wollesen completed work on west wall of engine house to prepare for new air and electrical lines there.
- April 24, 1993 Clyde Lippincott pressure washed engine SP 2873. Gordon Wollesen started work on new telephone shelter box for use outside west end of engine house.
- April 25, 1993 Bill Alexander made a check of the electrical system of engine SP 2873.
- April 26, 1993 Norm Holmes delivered to the Plumas County Fairgrounds a WP baggage cart. Hap had pulled this cart many times up and down the platform for 39 years.
- April 30, 1993 Norm Holmes gathered up all of the fire extinguishers for recharging. Jack Palmer then put many of them into operating condition.
- May 1, 1993 Mark French painted the new west end telephone shelter with silver paint. Bruce Cooper, Gordon Wollesen, Dave Bergman, Art Bergman, Clyde Lippincott and Norm Holmes installed the snow plows on new Fairbanks-Morse engine so it will always be ready for winter snows.
- May 2, 1993 John Walker worked on roof of SN caboose.
- May 8, 1993 Chris Skow cleaned and rearranged the display room.
- May 9, 1993 Peter Langdon and Mardi Langdon worked on roof repair of caboose SN 1632.
- May 16, 1993 Dave McClain and John Ryczkowski worked on engine 805A.
- May 24, 1993 Clyde Lippincott plowed and scraped fire trails around balloon track and the south entrance road with his own tractor that he hauled up specially. Dave Anderson, Dave Mihevc and Hank Stiles finished building wood shelves in box car for storage.
- May 29, 1993 Opening day of operations. Norm Holmes and Clyde Lippincott worked on caboose SN 1632. John Ryczkowski and Mary Ryczkowski worked on new lettering for Fairbanks-Morse locomotive.
- June 8, 1993 Doug Morgan and Ken Roller erected a three light signal on the southeast corner of the engine house. Peter Langdon affixed chains to new switch locks.
- June 10, 1993 Our own Hap Mani celebrated his birthday with everyone wishing him many more.
- June 12, 1993 Clyde Lippincott graded the parking lot and the road down to the picnic area.
- June 15, 1993 Wayne Monger worked on roof repair of caboose SN 1632. Vic Neves worked on mirrors on engine 2873.

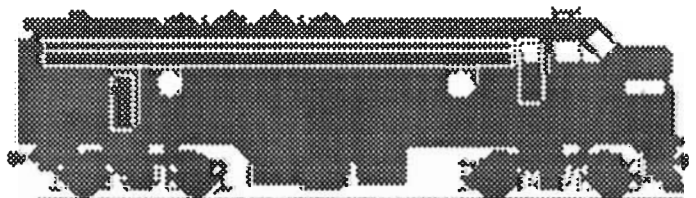
### Recent results

On May 16, after the PCR convention in Reno, Dave and Ski changed out the bad head gasket water seals on #16 cylinder. They found old, deteriorated seals and an obvious source for the leak we had observed on that cylinder. Since they ran out of time for a test run, I attended to that on May 29, 1993. I found that the batteries had survived the winter in great shape (thanks, Wally!!), but also found a significant water leak from the #13 liner seals after filling the cooling system. Since those seals had been fine last fall, Dave and I postulated that a slight shifting of position from the daily thermal cycles could have triggered the leak, and that the heat of running the engine could reseal it. I had run the pre-lube pump long enough to show a bit of oil pressure, so we fired her up. Incredibly, after 6 months of inactivity, she fired up immediately, as if shut down just yesterday.

Since we were inside the shop, Norm got to test the smoke-eating capability of the newly-wired ventilation fans, which proved up to the task. As time was short, we only ran for about 20 minutes, but that was enough to observe that all the major systems still operated, and it was enough to dramatically reduce the water leak on #13. Happily, the trickle from #16 head was now gone.

At the next session, in addition to finishing off a number of small mechanical and electrical tasks, we plan to give the engine a solid day of operation, something the replacement liner seals have yet to experience. EMD's procedure calls for several hours of operation at Run 6 to aid in seating them. If this tactic works, we'll go ahead and change out the lube oil and filters. If not, we'll have to change the #13 seals once again. Next after that will be a thorough steam cleaning inside and out, in preparation for painting this fall.

See you next time.....



*"Most visitors leave the museum feeling a little better than when they entered, which is the best way to leave a museum."*