



Caboosing

with Hap Manitt...

Appears in abbreviated form in this issue...

This report will take a somewhat different form than usual. Rather than listing specific dates, we will report on what people did in the last 2 months.

Gordon Wollesen worked on batteries and did electrical work almost every single day during this period. He worked on the PA system command center in the operating department room.

Ken Roller has cleaned engine SP 4404 so thoroughly so that it looks really sharp. He has also completed a new oil painting. It is a very interesting painting with 1 steam engine pulling a train past another waiting in a siding. It contains plenty of human interest also. Ken has also tackled further improvements on the model railroad in the Flannery room. He is putting in more track, and more scenery. The new scenery will be near the trestle so that if the train falls off the trestle it will land on the scenery and not the floor.

Dan Ogle, all the way from Gabbs, Nevada has joined the regular crew of Larry Hanlon, Dave McClain and John Ryczkowski on working on the 805A. Dan's expertise is in electrical work. He has already solved key electrical problems

on the 805A.

Norm Holmes shoveled gravel into rough spots on our entrance road.

Pete Randa brought in railroad goodies for donation to the museum.

Norm Holmes and Ken Roller moved all of the stuff out of the operating department office in preparation for its new walls and ceiling.

Dave Anderson, Julie Anderson, Jim Ley, Brian Challengender, Hank Stiles, Ken Roller, Gordon Wollesen, Wayne Monger and Mardi Vincent are the energetic crew that has started rebuilding the operating department office.

Brian Challengender and Jim Ley fixed the main cable on the Little Giant truck crane. Jim drained the old fuel out of it, and cleaned out the fuel system and put in fresh fuel.

Wayne Monger has worked hard on engine SP 4404 correcting air and wiring problems. He retrieved parts out of storage in box cars to use in this repair. Already he has new air gauges in place.

Larry Hanlon's 805A report that everyone likes and looks forward to will not appear in this issue. Look for it again in future issues. Larry has been enjoying his vacation and was sent on a business trip the minute he set foot back home. (Unfair!)

As mentioned in Hap's diary, Dan Ogle has joined the regular work crew on the 805A. Dan's expertise is in electrical work. He has already solved key electrical problems on the 805A.

The big news on the 805A is that we have "heard" a rumor that it is very near to being able to move on its own. Look for more information in future issues.



Board Report continued from page 6

Next was a report of a Public Broadcasting System station request for a short freight train. They have decided to wait until April because of snow being on the ground at the present time.

Regarding the proposed WP video, the board continued discussion on participating, including our projected cost, and if we could get a profit back out of it. The board decided to sit tight and not spend any money on it.

The FRRS 10th anniversary was discussed. The board agreed to have July 4th weekend 1994 as our 10th anniversary celebration.

The board heard David Dewey's proposal on the new entranceway. They made some changes in the plan and voted to allow him to begin.

The purchase of Santa Fe caboose 999414 was discussed and approved.

The board reconsidered the copyrighting of The Headlight on the recommendation of Kent and Ski. This time, they approved it.

Norm reported that Janene Mathew can no longer do our bookkeeping work, so we are now looking for a new bookkeeper.

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