



Caboosing with Hap Mani

The museum's diary...

July 1, 1991 Brian Challenger, Kevin Moran, Jim Price and Paul Lucia raked the yard around the museum and dumped rock on the track 6 extension.

July 2, 1991 Norm Holmes and Hap Mani hooked up the heavy duty trailer and left for Oroville at 6:45AM to pick up 16 foot steel beams to be used for heavy lifting. Skip Englert used his elbow grease and shined up the grill in preparation for the hotcake breakfast.

July 3, 1991 Steve Habeck and Pete Langdon repaired traction motor blower on engine 707. Doug Jensen spray painted a primer coat on short hood of engine 2001. Gordon Wollesen worked on air compressor electrical circuit and electrical work on steam and water pressure cleaner. David Forrest and his daughter Kristen cleaned the floors in Business Car 105 and the floors around the museum.

July 4, 1991 The Hotcake breakfast was served from 7AM to 11AM. The workers were: Skip Englert, Bruce Cooper, Mardi Vincent, Sue Cooper, and Edna Ede. Gary Cousin and Mardi Vincent worked on plywood construction of sand container for sand blasting jobs.

July 5, 1991 Mike Kelsey, Pat Cousin, and Melanie Evans started restoration work in kitchen of the dining car to prepare it for future use. Business Car 105 had a thorough dusting, sweeping and vacuuming by Pat Cousin and Melanie Evans. Gary Cousin did some museum yard straightening up before reporting to the kitchen detail for the day.

July 9, 1991 Errol Spangler, Bob Lindley and Tom Brann unloaded their wooden ONW No. 300 caboose at the museum which remains on display.

July 11, 1991 26 Pre-school children from Portola went for a train ride and toured the museum.

July 14, 1991 Brian Challenger worked on preparing the dump truck for repainting. Kent Stephens and David Dewey worked on 4 box cars to wipe off the M of W numbers so as to expose the original numbers.

July 16, 1991 Norm and Barbara Holmes traveled to Oregon to check out the 2 Baldwin locomotives. Mardi Vincent and her helper, Wallace Brown from Bakersfield, replaced many filters on engine 707, and on engine 921D.

July 17, 1991 51 people from the Cromberg Church Group went for a train ride and toured the museum. The Comer brothers arrived in Portola and donated an electrically powered oil heater for the gift shop, and an SP pocket watch.

July 20, 1991 Bill Evans mixed paint for engine 608. Jim Gidley, Sr. cut brush from the balloon track.

July 21, 1991 The Train Sheet was prepared for mailing by this enthusiastic crew: Norm Holmes, Hap Mani, Jim Gidley, Sr., Wallace Brown, Ken Roller, and Mike Kelsey.

July 24, 1991 Hank Stiles worked on engine 608 sanding the body, sandblasting the grill, and removing a broken number board.

July 26, 1991 Pete Langdon completed work on 3 cylinder liner hoisting mechanisms for use on engines 805A and 501. Merrill Turpin and Skip Englert cut and fitted 2 cab windows into engine 608.

July 29, 1991 Gordon Wollesen worked on electrical projects and supervised a group of Boy Scouts who were working on their railroad merit badges.

August 1, 1991 Norm Holmes worked on modifying fuel filters on engine 501. Life member Andy Carlson and his mother arrived with their track motorcar.

August 2, 1991 12 people from The Older Americans of Lyon County at the Yerington Senior Center in Yerington, Nevada toured the museum. Wayne Monger started setting up for the Motorcar Races.

August 3, 1991 Dave and Julie Anderson raised the RR days banner and helped prepare for the Motorcar races. The National Track Motorcar Championship Races took place.

August 4, 1991 The motorcar tour on the Almanor Railroad took place with about 12 motorcars and 50 people.

August 7, 1991 Gordon Wollesen and Steve Habeck moved 6 batteries and replaced 1 in the Baldwin switcher, then charged them all. Mardi Vincent worked on mechanical department books.

August 8, 1991 Tour groups from Sierra Nevada Sams, and Elderly Seniors of the Feather River College toured the museum and went for train rides. Stan Hedlund from San Lorenzo CA sanded on engine 608.

August 10, 1991 Norm Holmes was in Chico tending a booth he had set up at the Chico Mall. Brian Challenger welded drip rail on fireman's side of engine 608 and then worked on bumper of dump truck. Hank Stiles rebuilt brake stand on Baldwin switcher. A new public address system was installed at the museum.

August 11, 1991 Pete Langdon made up sign brackets to go over women's room and gift shop hallway, and snack bar door.

August 12, 1991 Steve Habeck, Gordon Wollesen and Mardi Vincent used the pressure washer to clean the B Unit and engine 608.

August 15, 1991 38 people on a tour with Elderhostel "rented" locomotive 512 for 20 minute segments per couple. The instructors were Bruce Cooper, Ed Warren and Skip Englert.

August 18, 1991 Member Marion Rice from Fairfield, who is experienced with WP's M of W equipment, worked on our track tamper, found 2 defective injectors, and then worked on Derrick 37 giving us instruction on it.

Around the Museum

Brian Challenger has painted our 1978 International dump truck WP yellow. This color will become standard for our MW rubber-tired fleet.

We purchased a hot water pressure washer to replace the old steam cleaner that had seen better days.

Hap Mani and Norm Holmes made two trips to Oroville to pick up two steel I-beams and some miscellaneous railroad parts.

Our 1977 Dodge 4WD pickup had its transmission and brake system overhauled at Norm's son's transmission repair shop in Vacaville. The labor was donated.

The pancake breakfast on July 4, 1991 brought in 48 paid customers. We will need more advance publicity.

Marion Rice, a former WP maintenance of way mechanic, worked on our ONW tamper and it is almost ready for service. Marion and Hank Stiles replaced the batteries and several broken lines and all functions seem to work. Only the starter and some injector problems remain to be repaired.