



# Caboosing with Hap Manitt

The museum's diary...

August 21, 1991 Steve Habeck, Gordon Wollesen, Mardi Vincent and Jack Palmer pulled the engines under restoration out of the engine house so that Ed Crary, Ken Roller, Hap Manitt and Dean Hill could wash the floor and prepare the engine house for Railroad Days. This preparation was ongoing from this date until Railroad Days.

August 22, 1991 Gordon Wollesen, Steve Habeck, Mardi Vincent and Jack Palmer used the new high pressure washer to wash the exterior of engine 921D. They used the fork lift so as to reach the top of the engine.

August 24-25, 1991 The museum was very busy with Feather River Railroad Days. The two days were a great success.

August 26, 1991 Bob Blanch stripped the old paint off of several areas of engine 608.

August 27, 1991 Steve Habeck, Gordon Wollesen and crane operator Hank Stiles used derrick 37 to lift engine 512 so as to lube center plates. Hank Stiles gave an AARP group a tour of the museum and a train ride.

August 28, 1991 Gordon Wollesen worked on electrical work -- a continuous thing for him. Hank Stiles worked on the Baldwin switcher repairing water leaks.

August 29, 1991 Norm Holmes worked on brakes of engine 512. Norm Holmes, Barbara Holmes and Dean Hill prepared the Train Sheet for mailing.

August 31, 1991 Sue and Bruce Cooper worked in the Beanery. John Ryczkowski, Larry Hanlon and Dave McClain worked on engine 805A. Eddie Chase worked on paint removal of engine 608.

September 2, 1991 Wayne Monger returned from Hines, OR after preparing O&NW 4 for shipment to M-K in Boise.

September 3, 1991 MRS-1 65-00544 was unloaded at the museum by Norm Holmes, Ed Warren, Nick Tynan, Mardi Vincent, Ron Turner and crane operator Bernie Coggin from Oroville.

September 4, 1991 Norm Holmes, Dean Hill, Mardi Vincent, Ken Roller and Gordon Wollesen switched engine 501 into the house over the pit. Norm Holmes and Mardi Vincent drained fuel tank and cleaned out sludge which had been causing engine to shut down.

September 8, 1991 Hank Stiles and Mardi Vincent worked on fuel pump on truck crane, and worked on traction motors of engine 51.

September 9, 1991 Hank Stiles worked on engine 512 to replace the belts which had broken.

September 10, 1991 Vic Neves and John Ford cleaned and washed cabooses SP1337 and SP4107. They repainted lettering and replaced broken glass.

September 12, 1991 The train crew consisting of Steve Ha-

beck, Vic Neves, Hank Stiles, Jim Gidley, Sr., Mardi Vincent, and Ed Warren switched the yard in preparation for Railfan Day. 16 engine batteries were removed from 2 of the KCC Alcos.

September 13, 1991 Dan Ogle worked on motor control of compressor. Bill Evans says it is now working fine. Dan also worked on wheel slip controls of engine 849.

September 14, 1991 Railfan Day took place on this day. Dave McClain and Larry Hanlon had big smiles after they had just successfully started engine 805A.

September 15, 1991 Dan Ogle studied blueprints of engine 805A. Bill Evans cleaned up tools. Brian Challenger worked on backup lights on FRRS dump truck which has now been painted. Bob Lindley and Bob York worked on O&NW caboose.

September 16, 1991 engine 849 was placed over the pit for an inspection. Hank Stiles cleaned oil filter on engine 501.

September 18, 1991 Some extra excitement occurred when a brush fire next to the west end of our balloon track was first spotted by the Grizzly Forest Lookout Station. Doug Jensen finished 20 hours of work on engine 2001.

September 22, 1991 Hank Stiles and Jim Ley inspected brushes on traction motors of engine 849 and found many that needed to be replaced.

September 24, 1991 Bruce Cooper worked on our various roads with the loader.

September 29, 1991 Don Ogle and Nick Santana were troubleshooting brushes on engine 707.

October 2, 1991 28 people from the Golden Age Club of Reno, NV toured the museum.

October 3, 1991 Hank Stiles, Jim Ley and Dave Anderson travelled to Sacramento to retie MRS-1 onto flat car.

October 6, 1991 Pete Langdon measured locomotive exhaust stacks so as to make covers for them for the winter months.

October 12, 1991 MRS-1 65-00541 was unloaded at the museum by crane operator Bernie Coggin with help from Hank Stiles, Jim Ley, Dan Ogle, Brian Challenger, and Dan Turner from Oroville. Marion Rice and son Ken worked on repairing track tamper.

October 14, 1991 Gordon Wollesen, Hank Stiles, Hap Manitt and Mardi Vincent worked with the UP environmental supervisor and moved well houses off of their pads so that the pipes could then be pulled from the wells.

October 18, 1991 Gordon Wollesen started work on electrical conduit to bring more power to Hap's desk and the east end of the building.

### *New in the gift shop*

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Issue 3 F3s in freight service; AAR box cars; WP tank cars; index to historical articles in back issues of the Train Sheet  
Issue 4 A tale of 2 engines; PC-WP box cars; GP40s....a guide to types; circus specials  
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