



Caboosing

...with Hap Manitt

Giving thanks to people for volunteering at the museum.

February 16, 1994 Norm Holmes took a hand car and motor car to Reno Stead Airport for a display at a charity event called the Black and White Ball. Transportation was the theme. The cars were well received.

February 26, 1994 Jack Hathaway and crew came from Reno to clean the UP Baggage car for use as a Gift Shop during our July event.

March 15-16-17-18, 1994 Norm Holmes removed couplers and air equipment from DODX flat car sold for use as a bridge.

March 18, 1994 Dan Ogle worked on electrical on 805A.

March 25, 1994 Gordon Wollesen ran new wire for the gift shop phone.

March 27, 1994 Jack Hathaway and two helpers again worked on UP baggage car.

March 28, 1994 Justin Brewer came to Portola for a week's vacation to help around the museum.

March 30, 1994 Gordon Wollesen completed temporary wiring to UP Baggage car.

April 1, 1994 Norm Holmes loaded DODX flat car on train for transport to Red Bluff.

April 3-4, 1994 Dan Ogle worked on electrical on 2873 and 501.

April 9, 1994 Brian Challendar and two friends worked on 3191 to get it operational.

April 12, 1994 Tobie Smith graded our parking lot for free.

April 21, 1994 Pre School group toured the museum and went for a train ride.

April 22, 1994 Greenville Elementary School toured the museum and went for a train ride.

April 23, 1994 Crew Training; Gordon Wollesen, Jim Gidley, Sr. and Steve Habeck supervised, 15 attended.

April 24, 1994 Jim Gidley, Sr., Brian Challendar, Dave Anderson, Kerry Cochran and Jack Palmer helped servicing 1857, 512, 3191 and 921; Hank Stiles was the supervisor.

April 28, 1994 School group from Quincy toured the museum and went for a train ride.

May 1, 1994 Crew Training, Gordon and Jim supervised.

Thanks Gordy!

Thanks to Gordon Wollesen we now have two more light fixtures in the Gift Shop and the light switch is an indicator to remind us to turn off the lights when not needed.

Material Donations

Jack Hathaway donated a new battery powered Makita electric drill, a 1/2" electric drill, a Skill wood saw and a nice bench vise. Jack also donated the cost of 48 orange and green vests for our Circle event volunteers to wear. A retired railroad signal man donated two old voltage meters for us to use.

Ingersoll - Rand Unloaded

Available time and good weather finally arrived which enabled us to unload our Ingersoll-Rand box cab locomotive from the flat car onto museum trackage on March 26, 1994. Ken Roller and Norm Holmes installed a No. 4 frog and a sharp switch point on the rip track to allow movement to the ramp. Steve Habeck, Mardi Langdon, Vic Neves, Norm Holmes and Gordon Wollesen spent all one day switching cars to spot the flat car against the ramp and to rearrange other equipment around the yard. After the flat was spotted, tie down cables were released, chocks removed and the short connecting rails hooked up to the flat car rails. Four flat cars were used as idlers to go up the ramp, coupled onto the box cab and it was then moved down the ramp. It was the first time it had moved on its own wheels in over 20 years. The I-R didn't like our sharp switch point and decided not to stay on the top of the rail. One wheel derailed. The sharp curve, dry center castings (prevented the truck frame from swiveling easily) and not enough spikes and gauge bars all contributed to the derailment. The next day the first wheel was finally put back on the top of the rail. A little more forward movement resulted in a second wheel leaving the rail. This was repeated a third time before the unit finally reached good track.

Later, the I-R was placed on track 1 east of the shop where Norm Holmes replaced the roof mounted air cleaners that were removed in Montana because of height clearance restrictions. Still later the unit was placed in the shop so the holes cut in the frame to enable it to be lifted could be welded up. The cut out pieces were saved and Peter Langdon welded them back in place, ground the weld smooth so that when painted you would never know the holes were cut. We expect to have the unit painted and lettered before July 1.

805A Update

By guest writer David Dewey

Spring is here, and the cosmetic restoration of 805A will soon be in full swing. There's lots to be done before our big July celebration. The nose is almost ready for paint, but there's still lots of sanding and filling to do before it will look right.

The cab interior needs sanding and painting, also repairs to the floor are needed before the new "battleship" linoleum can be laid. The seats require repair of their stands, painting, and re-upholstering. After re-wiring, the interior ceiling panels can be re-installed. The door thresholds require extensive repair or replacement.

On the exterior, the roof has it's share of rust to be removed before refinishing. Also, two patches are needed on the right side panels before they can be painted. After patching there will be lots of sanding needed before the high-gloss orange paint can be applied. The stainless panels still need more polishing to hide the grinding marks left by the "other" railroad's efforts to remove the WP lettering.

The pilot needs straightening, and it would be nice to reinstall the "stirrups," although that can be done later, as can application of the missing "attachment" bolts, which were bypassed when the pilot was rebuilt after an accident on the WP.

There are many missing cosmetic parts still to be found: cab side window frames, window opening mechanisms, door thresholds, order light lenses, and numerous small items. We are hoping to find these in Montreal, where some units are reportedly being scrapped.

This is an ambitious project, and WE NEED YOU! to help us complete it in time. There's lots of stuff to do that doesn't require special training (unfortunately most of it is VERY repetitious, but that's what most restoration work is!), so if you can lend a hand or two, please do!