

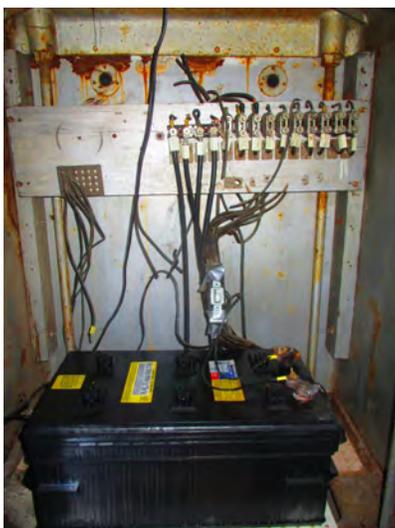
*Views inside Wig-Wag head and base.
- photos by Paul Finnegan*

types of weather made things worse.

The first step to restore our wig-wag was taking it apart enough to lubricate the bearings so it moved easily. The next step was cleaning the contacts and making sure all the connections were solid. The red light had to be re-wired.

The tricky part was timing it. After some trial and error, I discovered it was hitting the rubber stops that prevent over-swing. The 13.2 volts gave it more oomph than it originally had. The bell on the wig-wag is mechanical, its clapper is activated by the motion of the pendulum. Of course, I adjusted the clapper so the bell made as much noise as possible.

The control part of the circuit was easy. An 89-cent light switch from the hardware store with a chain and string was ideal. That way someone could sit 10 feet or more away and turn it on and off. Using a cheap switch meant anyone at the museum could replace it when it broke (which it has, at least twice).



Charlie Spikes, Loren Ross, Greg Elems, Bil Jackson and Ethan Doty pose with new panel track at William House Museum 11/14/18.

Williams House Display

- Paul Finnegan

Last fall, the society approved the sale of the FR&W Plymouth for operational restoration. As part of this agreement, a small engine was to be provided and set up on the east entrance to the city. A small panel track was created and the locomotive placed there. After the recent collapse of the agreement with the City regarding placement of the small engine at the Williams House, it was moved to the museum parking lot on 5/31/19.



A museum sponsor



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