

his multimedia operation and we were treated to slide shows, notably was the FRRS move of the GGRM a couple of years ago and narrated by Steve Habeck. Vic also held his nighttime photography session.

I would be remiss to not include the takedown on Sunday and Monday: a crew of Charlie Spikes, Russ Johnson, Bobby Johnson and Bil Jackson spent 2 full 12 hour days under the guidance of Steve Habeck putting everything away. Also, the crews were treated to a great, home-cooked breakfast prepared in the kitchen of the "Silver Plate" on Saturday morning. As mentioned in the last issue, the breakfast was prepared and served by Vicki and Deborah Epling, Cheri Johnson and Mary Ann Vicknair, with Zephyr Project Manager Eugene Vicknair leading the crew in cooking up waffles, bacon, beignets (a French-Cajun pastry) and various other goodies.

Despite the mechanical issues, the WPRM Ops Dept did a first class performance. Make sure you mark your calendars for next year for September 25, 2010 when we do Railfan Photographer Day once more.



*Vic Neves and Craig Simmons enjoy Saturday night's spaghetti dinner in the Diesel Shop.*

*- David Epling photo*

## WP 165 - FALL WORK REPORT

- Chris Allan, Steam CMO

*Wednesday, October 21* - I again successfully escape my fetters and hastily drive back north, over the Grapevine. Happily, another uneventful trip would clear my head. Since the truck bed was to be relatively empty, I took a load of lockers for the shower car, provided by our good friend and member John Hachey of Ontario, California. A stop for lunch in Sacramento was in order with Paul Zaborsky, old pal and currently a director at Bay Area Electric Railway Association. Paul looks and feels much better now after his recent transplant surgery. For the first time in his life he is no longer diabetic, and we wish him the best with the replacement parts. Another leg of the drive over Donner Pass, with the fall colors in their full glory, and a mid afternoon arrival back in Portola, again. Peace and quiet at last. I enjoyed at least ten hours of sleep in the Pullman, after vacuuming up the cat hair. Cat hair and I don't get along. A generous application of Febreze® didn't hurt either.

*Thursday, October 22* - Nathan "Maverick" Osborn and James "insert nickname here" Cowdery

arrived Thursday and immediately started taking readings on the wrapper side sheets. As of this writing they have completed the first one thousand or so readings, with quite a few left to go. Suffice to say they have the process down. Mike Mucklin checked in and began photographing the goings on. (Many of Mike's photos from the week can be viewed here: [http://www.wprrhs.org/extras/wp\\_165\\_oct09/](http://www.wprrhs.org/extras/wp_165_oct09/)) He also made a nifty plywood template to match the curve of the roof sheet, the top of the wrapper sheet, at the location of a needed patch under the rear sand dome, to be utilized when the new piece of steel is rolled.

Mike got dirty later in the week, and took a bit of a "love kiss" while needlescoping on the frame; just a bit of a scrape really. Matt Parker joined the party later in the day. He was able to tape up Maverick's full scale tube sheet replacement drawing in place to verify that the new boilerplate misses all the parts we want it to, and that the tube locations are correct. A few minor modifications were noted, but all in all, nice work by Mav. Matt was given a quick lesson by me on cutting torch operation (sorry, Rod!) after which he began removing the cotter pins on the

pedestal binder nuts. He then took the opportunity to burn off the grease from the nuts, etc and apply some Kroil® to ease removal of them sometime next year. An excellent first day was had by all. I enjoyed dinner at the Mexican place with Nathan and James, some quiet reading time in the Edenwold, and back into my rack.

*Friday October 23* - Matt Parker was back for more abuse, so I put him on freeing the cab from its floor, a process Charlie Spikes already had a pretty good start on by this point. The ever-dependable Charlie torched out the portion of the front tube sheet that will be replaced. We now have a spacious entranceway to the interior of the boiler shell with no more snaking ourselves through the dome and past the throttle drypipe for a while. The cab floor was freed from the cab itself, and the whole assembly was levered up a couple inches so we could see any potential trouble spots. There were a few, but the cutting torch took care of them in short order. Rod McClure and Mr. Noodle brought the mighty "Little Giant" truck crane into the shop. We rigged for the "pick" and the cab came up with little resistance. This event drew quite a number of onlookers, a veritable "peanut gallery". The spectator / members viewing from the floor donned their shiny hardhats. The multicolored spectacle looked from above, where I was directing the crane, like a deranged Easter egg hunt.

After a few turns jockeying the crane, boom, Rod and Mr. Noodle around, the cab was finally off and down on the ground. Eugene Vicknair and I helped guide it to its final resting place outside of the shop. The woodwork can now be removed and cataloged, and the cab sandblasted and primed prior to starting the body work. Roger Stabler arrived just as we were wrapping up. He spent the day down in Woodland fixing our invaluable porta-power ram, which no longer squirts hydraulic oil at you when under load. Another case of what you may perceive as a small job taking the whole day. My old friend Jim Blake returned for another visit. Jim is active with the Reading Company Technical and Historical Society in Pennsylvania, and now thanks to cheap airfares, with us. The Wallace family also turned up Friday night to work on their Santa Fe caboos. Everyone ended up going their separate ways, and I had dinner at the former Log Cabin, (which

is now a "Roadhouse") with Roger and Jim. I enjoyed a pretty decent piece of prime rib roast and good conversation. Later a bit of time coalescing with David Wallace in his waycar rounded out the evening.

*Saturday October 24* - With the cab removed access to areas of the boiler shell was made easier in spots. Charlie and Duane became men possessed; parts of the cab floor and cab support came flying off at a frightening speed. They made some great progress and got to areas of the engine that are in desperate need of cleaning, scraping and chipping. Jim Blake tried to keep up by sweeping the floors of any detritus and tripping hazards, and did a good job of it. There was a lot of rust, grease and etc. that came down. The cab floor plates will need to be replaced. Roger managed to get the blowdown valve off, which has been a thorn in our side for some time. He also was able to run down the driving box wedges in preparation for freeing up the driving boxes at some point.

After wrapping things up we made our regular trek into town for pizza, and as luck would have it, the local kiddie football team showed up just as we did, so it was a slow, noisy dinner, but we persevered. That evening I parted ways with most of the crew. Sunday morning I said goodbye to Roger and Jim and was back on the road headed home. The fall colors going through Sierraville were brilliant.

*P.S.: Everyone please consider the purchase of a 2010 WPRM Steam Dept. Fundraising Calendar; your generosity will go a long way toward bringing steam back to Portola! It's also the only Western Pacific calendar available for 2010.*

### **WPRM Steam work dates for 2010:**

April 5th -10th  
July 29th - 31st  
October 21st - 23rd

As always please contact David Epling, our Museum Manager at 530.832.4131 if you would like to take advantage of the accommodations in the "Edenwold" Pullman Car. Additional dates will be added for the DRGW boxcar move and as we ramp up the momentum on the locomotive restoration.

Let's make 2010 our most productive year yet!





*Steam CMO Chris Allan contemplates the proceedings. And wonders what he's gotten himself into!*



*Matt Parker gleefully shows off his new "Weapon of Mass Destruction". Beware a smiling volunteer with a cutting torch!*

### WP 165 FALL WORK WEEK PICTORAL

*-all photos by Mike Mucklin*

*WP 0-6-0 165 just before removal of her cab. After 50 plus years of inactivity, she shall soon steam again!*



*The crew confers on where to position the Little Giant for the removal of the 165's cab.*

