

**Spring Steam Work Party****May 1<sup>st</sup> - 5<sup>th</sup>***- Roger Stabler*

I am back home after a week of work at the WPRM. The steam crew had a very productive week, although when we started the 1<sup>st</sup> day was kind of frustrating since tools were missing and my air motor had a broken mandrel. I went up to the museum on Sunday the 29<sup>th</sup> to get settled in and ready to go on Monday with a plan to paint the WP 1503. Monday was nice and warm for Portola so the primer was applied to the areas that will have stripes and lettering. Tuesday it turned cold, and even snowed, but I was able to get the orange on the engine. I will now wait for the July work week to attempt to have the engine ready for the green.

Wednesday was the day that the Steam Team started arriving, I was joined by Hank Stiles. We spent most of the day getting tools set up for the various jobs to be completed for the week. Hank and I hunted the shop for some hand tools that were missing and never did locate them, so I had to make a quick order with McMaster Carr to get them for the shop. On Thursday and Friday Hank Stiles, Dick Couden and I rolled the 5 1/2 inch tubes. We finished the job Saturday morning. In the evenings I prepped and manufactured tools to get the throttle joint ring ground into the dry pipe. Thursday night David Elems stayed late and machined the dome lid for a pipe fitting to be welded in for the vent pipe. David is also making adapters so that our safety valves will fit the old fittings on dome lid.

While all of the above work was going on, Channing Walker was busy installing the oil and steam piping for the air pump and tender connections, much of the pipe had to be custom bent for the locomotive. Erik Olson and Eddie Chase, along with Mike Giarritta, assisted as needed and lapped in the numerous valves that were taken from the vapor Clarkson boiler that was scrapped. Dick Couden, Hank Stiles and I ground in the throttle joint ring and Charlie Spikes, Steve Lee, Channing Walker and Hank Stiles installed the throttle stand in the boiler. Bob Sims installed the missing wood supports for the sand box and oil tank tie downs on the water tank.

The tender draw bars were installed, and with Steve Lee at the throttle of the SP2873, the WP165 was moved to the fire hydrant to fill the boiler with water for the 1<sup>st</sup> time to start the sealing process on the installed tubes and check for unknown leaks in the engine. In the inspection process, we found four broken staybolts on the fireman's side and some old welds that were weeping. We also found some open stud holes that we had missed after they were removed. The boiler was washed out in the mud ring and plugs were left out to allow the boiler dry out.



Steve Lee and Hank Stiles put the engine back into the shop, final adjustments were made to the tender drawbars and the cab apron was installed. This was a very productive week on the WP 165 and I thank all those who attended and helped to bring this machine back to life. I really need to thank James Muller who taught me the boiler craft.

*Photos by Dick Couden and Bob Sims.*