

**Lionel Collectors Club of America Visit***- Loren Ross*

On the week of July 15<sup>th</sup>, the Lionel Collectors Club of America (LCCA) held their annual convention in Reno, Nevada at the Atlantis Hotel and Casino. During the week the group had several area tours that included the Virginia and Truckee Railroad, the Nevada State Railroad Museum, a Lake Tahoe Dinner Boat cruise, and of course, a visit to the Western Pacific Railroad Museum at Portola, CA.

On two days, July 16 and 18, five tour buses arrived at the WPRR Museum with 108 total visitors each day. On the first day, Eugene Vicknair, Loren Ross, and Kerry Cochran were on hand to give the visitors a first-class organized tour of our main facilities. For the more adventurous, we offered instructions for our online Audio Tour and watched as they scurried all over the museum property, mostly to take photographs of our equipment.

On the second day, Eugene could not make it, and I ended up handling most of the visitors. Even though the guided tour was somewhat dismal compared to Eugene's excellent program, the visitors were not disappointed. The Audio Tour helped make up for the loss of Eugene, and we received many comments about the quality of our museum. Thanks and handshakes were the event of the day!

In addition to the museum tour, the groups also



*Loren Ross greets Lionel Collectors Club of America visitors arriving at the museum 7/16/19*

*- photo by Kerry Cochran*

took a guided tour to the home of Chris Skow in Mohawk Vista to see his excellent outdoor gardens and "G" scale layout.

Thanks to all the visitors who also took the time to stop by the Museum Store and help feed our coffers!

**July 2019 Steam Work Session***- Roger Stabler*

I did not spend much time on the WP 165 during the work session in July. I was busy painting the WP 1503 for the museum with help from Greg and David Elems and Steve Habeck. I want to thank Channing Walker and Hank Stiles along with Steve Lee, for picking up the slack and making the summer steam workweek successful.

I showed up on Sunday afternoon July 21<sup>st</sup> with Mike Waters. After unloading my truck and setting the trailer I was towing with three radiators for the diesel fleet, I took the night off. On Monday morning, Mike Waters and I started prepping the WP 1503 for its paint job during the day and polishing the *Charles O Sweetwood* Pullman car in the evenings. I was met late Monday by Channing Walker and helped him get set up in the sleeping car.

For the week of July 22<sup>nd</sup>, Channing, assisted by Hank Stiles, seal welded the superheater flues front and rear and installed the superheater elements after making minor repairs to them. Channing and Hank were assisted by Dick Couden with this task.

David Elems operated the large material forklift and assisted the crew in installing the smokebox cover back onto the engine.

Parts for the buffer beam for the tender were located in the steam boxcar and will be installed in the September work session. I was able to install, with assistance from the crew, the engineer's injector and piping. The new injector supply valves have arrived on site and will be installed at the next work session.

Hank Stiles worked daily grinding the throttle

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**...July 2019 Steam Work Session continued.**

back into a working valve and should be able to finish it at the next work session. The gauge cocks are on the engine and will be ground in and the stems repacked, one stem will need to be repaired. Mike Waters and I installed the lubricator in the cab after Mike replaced the missing parts and glasses.

In the September work session we plan to replace the four broken stays on the fireman's side and get the boiler buttoned up for the hydro testing in the spring.

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**Operating Department  
Report – 2019**

- Loren Ross,  
Superintendent of Operations



I'm submitting this report as the Operating Season for 2019 has just ended. This year was another successful season with over 1,650 passengers taking rides on our caboose trains. This is 237 less than last year's total of 1,887 passengers. Throughout this season, we were able to conduct operations with only one minor mishap, and NO injuries.

In reviewing the conductor reports for the past two years, I noted some interesting facts. This year, we had two additional volunteers working the train crews, not counting special events. We also had 27 fewer Conductor Reports filed, so that indicates there was less yard switching work occurring this summer. But, this doesn't mean we weren't busy!! A lot of projects have been occurring that have taken MANY man-hours to complete. The most notable is the painting of the WP 1503. With new paint, and new radiators, the 1503 is now setup to begin operations and is planned to be the lead locomotive in this year's Pumpkin Trains. The steam crew did a lot of work on the steam locomotive this summer, and the front boiler plate has now been remounted. A boiler test is not far off, which puts us even closer to getting the old girl back in running condition.

Another big event is the preparation of our Archives Car to be fully heated and air conditioned, which will protect the archives from environmental damage. A lot of work has gone into installing upgraded electrical wiring and the HVAC system in this car. A lot of other activity happened as well. The Sweetwood "Blood Car" was mucked out and brought inside the shop as a static display. Visitors have made many comments about this one, it's a popular exhibit! The WP 501 is almost restored to operational status. Seth Adams works on this one every chance he gets, and it may be up and running soon. David Elems has asked that the WP 512 be brought over to the shop so that work can begin on repairing/replacing the wheels and cleaning up the trucks. With some heavy elbow grease, this one may also be back in service next year.

I know that not everyone lives just around the corner from the museum, but I would like to take a moment to recognize some of the volunteers who have donated over 30 hours of Operations time this year:

Lew Barnard (38.5), Kerry Cochran (45.5), Greg Elems (56), Fred Elenbaas (33), Bil Jackson (71.5), Don Nelson (49.5), Charlie Spikes (63), and Janet Steeper (42).

These are just hours spent on train crew positions, and doesn't take into account the total hours spent on other projects around the museum property. Total hours for ALL volunteers on train crew was 662.5!! I can guarantee that total volunteer hours for the entire summer will be over 2,500!!! This is an amazing number, generated by an amazing group of dedicated volunteers. That's what we need to keep this museum up and running, and I want to extend a hearty THANK YOU to all the volunteers!!!! You guys are ROCK STARS!!!!!!

All we have left for this year is to make another successful run at the Pumpkin and Santa Trains. Both these events require a substantial number of volunteers, so please check your calendars and see if you can join us for the fun. Hope to see you all there!!