

While in the shop, the water leaks were addressed by FRRS Director Charlie Spikes and his son Eric, working on the water lines under the cab to/from the cab heaters, and Bil Jackson (One Ell), who removed the cab heater return line and plugged it in the engine room. One Ell and his wife are from the San Diego area, and they spend several months with us every year. The original cab heaters used engine cooling water to heat the cab, just like your car heater does. Unfortunately, these heaters and associated water lines are a never-ending source of trouble in the cooling system, and we are working on isolating/ bypassing/removing all cab heater water lines on our engines that still have them, to eliminate the problems they cause (read: leaks).

So with the cooling system leaks taken care of, I set about the task of touching up the black paint on 2001's steps, handrails, and other trim, while Bart Hansen (with help from his family) took on the task of cleaning and waxing the orange and black paint on 2001, as well as 707 and 805-A (the silver paint is too fragile to work with polish and wax). I also installed new armrests on both sides of 2001's cab, and updated the regulatory data stencils for the handbrake, speedometers, etc. as these were tested.

I also want to note here that throughout this process of preparing engines, etc, the Museum staff and operating department continued running weekend caboose trains and several daily RAL's (Run A Locomotive), as well as preparing the grounds and other equipment for Railroad Days. Most days, the Museum was a beehive of activity.

Now it's early August. Chris Skow is getting nervous, since Amtrak won't approve his entire excursion until they hear from UP that 2001 has been inspected. The train is essentially sold out, but Amtrak won't issue the contract. Feeling that 2001 was ready, I implored upon Rod to make contact with UP to get it inspected. It took a while, but Rod was finally able to get the Director of locomotive maintenance at Roseville to come up to look at the engine. He looked it over carefully, asked some pointed questions, and finally said it was good to go. Phone calls were made, and within 2 hours, Chris had his approval from Amtrak. WP 2001 would make history ... again!

continued in the next issue....

WP 165 FALL PROGRESS

- Chris Allan, Steam CMO

Once again I was happy to leave the greater Los Angeles area and head to chillier climes in the north, where Fall actually takes place. I made yet another journey to Portola for the final steam work session of 2010.

After zigzagging across the state, first to Pine Grove to see about a new gate for our property, then down to Fair Oaks to visit friend and BAERA director Paul Zaborsky, I arrived early evening Wednesday Oct. 20th back at the WPRM.

The ever-dependable Charlie Spikes had the heater going in the Pullman, thanks for that Charlie! I had but to vacuum up the usual detritus on the floor of the sections, and wipe down a few months of dust, grab a sandwich at Subway and collapse in a heap on my bunk.

After breakfast Friday morning with Charlie at the Station Café, we got set up and started in on trying to accomplish something. Hank Stiles showed up and continued with his rebuild of the brake cylinders. He cut new gaskets for the pressure side heads and was able to make the right side function again with grease and new rubber cups provided by a friend of ours. The left side gave us fits, in fact the piston didn't fit back in, and so the cylinder casting was removed whole and is currently being bored out by Paul Boschan here in the LA area. Seemingly small, the rebuild of the right side cylinder represents the first restored part on the 165, first of many I should hope. We patted ourselves on the back and moved on. Welcome to our newest volunteer, Bruce Hilliard from Sacramento. Bruce was very enthusiastic and made himself useful all three days. Thanks also to Ed Chase for dutifully needlescoring the smokebox exterior for many hours on Thursday.

Thursday night a friendly "contingent" from the Golden Gate Railroad Museum arrived to help for the rest of the week. These guys have Southern Pacific locomotive 2472 stabled operable at the Niles Canyon Railway in Sunol, California, and are a real bunch of professionals. Dave Roth, GGRM's Ops Manager was joined by Severn Edmonds, Jim Prettyleaf, and Dave Varley, GGRM's CMO.

By Friday we were at full speed. Bruce and Jim began fitting the new front tubesheet, a laborious

process requiring attention be paid. Jim took the lead and had it in by Saturday afternoon. Weld prep and actual welding still needs to be accomplished but we are well on our way. Dave Roth and Dave Varley took turns continuing the thickness mapping on the firebox wrapper sheet. Having gone through the FRA form 4 process with the 2472, the GGRM crew's assistance will prove invaluable on the 165 calculations.



Jim Prettyleaf fitting the new tube sheet.

- Chris Allan photo

Roger Stabler pulled in with a present for the project: a pair of Sharon couplers donated by him and Dave Magaw, president of the Sierra Northern. The couplers were originally from a locomotive they owned together which they subsequently sold. We can now replace the cracked tender coupler, and have a spare in stock. Thanks again to Roger and Dave!

Roger and Severn began loosening up pedestal binder nuts in preparation for jacking up the locomotive in the Spring and removing the drivers. We decided this was the best course of action for cleaning and inspecting the frame and driver centers for cracks, and it will also be easier to sandblast components when disassembled and on shop trucks.

Saturday was blustery and rainy and we felt lucky to be working indoors. Dave Roth took it upon himself to continue chipping on the frame spreader at the rear of the engine. Charlie and Duane started this last season and Dave got nearly all the remaining bits and pieces out using Roger's air hammer. Hank and I took turns grinding on the rear tube sheet and removing more tube ends, a task which left our forearms sore for days given the weight of Dana's 9" grinder. I enjoyed meeting the GGRM guys, and sharing

some stories and exaggerations in the evening during cocktail hour. I hope they come back for more in the Spring. Again my thanks to them and everyone who braved the weather to help out!

Luckily I had loaded some boiler plate and the left side brake cylinder in my truck for the trip south. The extra weight in my bed was likely the reason I wasn't blown off Donner Pass on the way home. Another season has come to an end, and I would like to thank all of you who have supported the project either through showing up and lending some elbow grease, or have donated monetarily and/or in-kind. Thanks also to those who could only lend their moral support, which is appreciated too. We are progressing at a good clip now, so I would like to keep the momentum up. Please consider a donation in any amount. You may send your check to the address below. I will try and have our fundraising calendar available online in the next couple weeks. Look for my announcement. Until then have a great Fall season!

Dates for steam work sessions at Portola in 2011:

. Thursday, April 28th - Saturday April 30th

. Thursday, July 21st - Saturday July 23rd

. Thursday, September 29th - Saturday October 1st



Redman Machine Shop Foreman Mitch Quint oversees the boring of one of the brake cylinders from the 165.

- Chris Allan photo

The 165 needs your help. Steam engines run on 4 things: fuel, water, rails and money. We've got 3 of those in abundance, but your help is needed for the last one. To donate to the 165, you can post mail a check to Steam Department - FRRS, P O Box 608, Portola, CA 96122. Or go on-line to the WP Store: giftshop.wplives.org. Click on Monetary Donations and select 165 Donation to support the return of steam to Portola.