

STEAM DEPARTMENT REPORT

- Chris Allan, Steam Department Coordinator

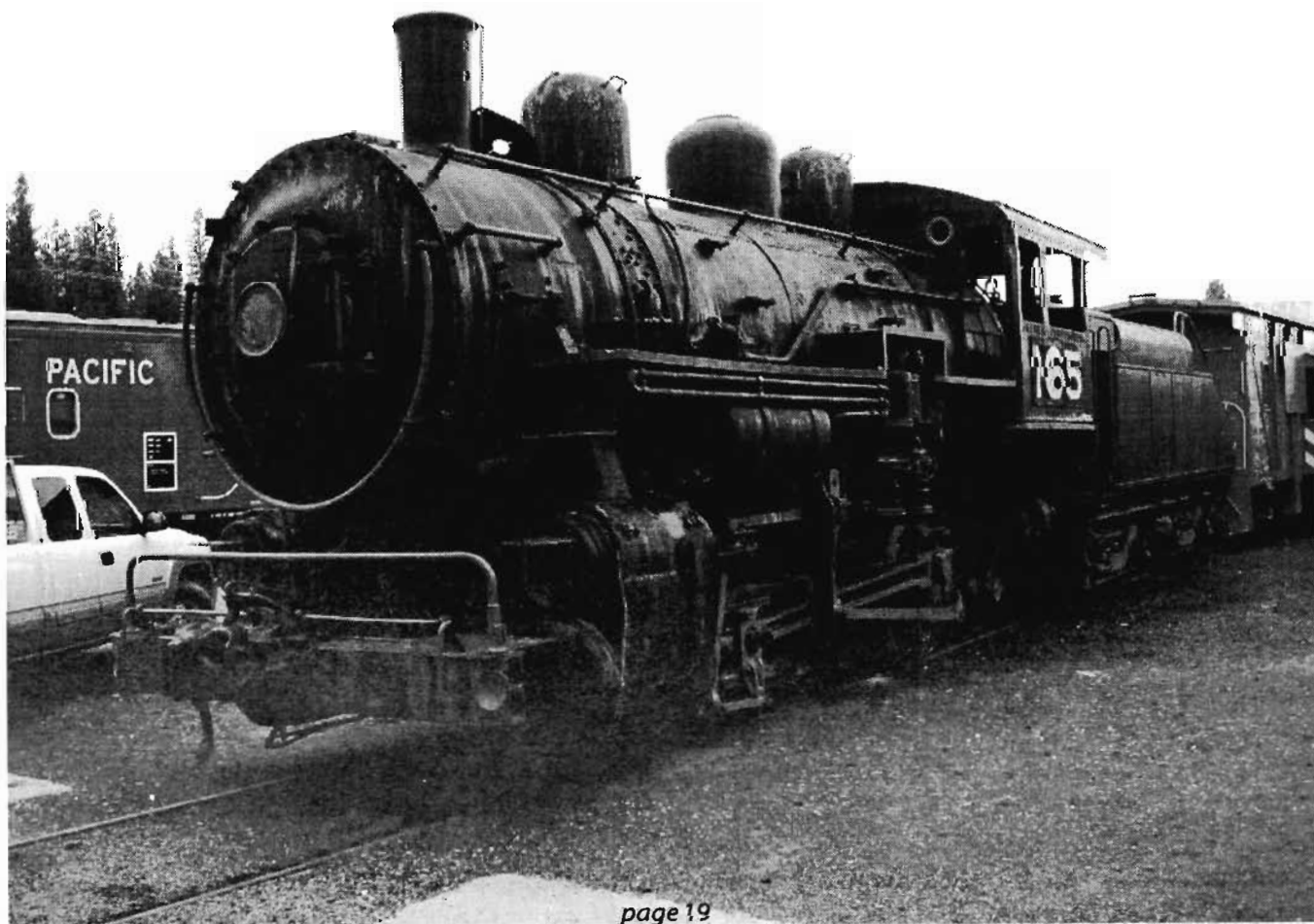
March 1st, 2006 marked the day when WP steam returned to Portola, albeit on a flatcar. The Western Pacific 0-6-0 number 165 arrived at dusk in the consist of the WPRM hospital train, having been picked up at the Pacific Locomotive Society's Niles Canyon Railway in Sunol, California a few rainy days before.

This 0-6-0 was originally built by the ALCo Schenectady Works in November of 1919 for the United Verde Copper Company of Jerome, Arizona as their number 87. The 165 was later bought by the WP in 1927 along with 3 other nearly identical 0-6-0's to become the S-34 class, numbered 163-166.

"No. 165 was last used in March, 1953 and retired in October, 1957. However in October, 1959 it,

along with No. 94 was towed to Escalon where it served in stationary boiler service at a cannery for two weeks, moving dead back to Stockton October 25th for storage. On April 4, 1962 it was donated to the City of San Leandro and at that time was one of only three steam engines remaining on Western Pacific property, the other two being Numbers 94 and 334." Later the locomotive was transferred to the Alameda County Fairgrounds for display there. It was later to be rescued by the PLA.

The locomotive was unloaded on April 20th just a couple of days prior to my first trip to Portola in over twenty years. I was approached by President McClure in the Fall of 2005 and was offered the position of Steam Department Coordinator. I took the post with no reservations, as I have known Rod McClure for around 25 years, back to our days at the Western Railway Museum at Rio Vista Junction. I am



quite impressed with what he and the WPRM staff have been able to accomplish, and I am eager to get involved with such a dynamic group. Although living in Lakewood, California makes for a long commute to Portola, the change of scenery is nice from time to time compared with the LA landscape at home.

On April 21st & 22nd Roger Stabler and I made a cursory inspection of the 165 and then went to work removing parts that would allow the abatement contractor to get at the lagging later this summer. Roger is the former General Manager of the Yolo Shortline Railroad, and quite knowledgeable when it comes to steam and FRA regulations pertaining to steam locomotives. He is owner of the PV "Palmetto State", and works as a UP locomotive engineer.

My thanks go to John Walker for getting us set up for our first Steam Department work party, he went out of his way to make us feel welcome. Thanks also to Charlie, Hank, and Doug for greasing and oiling up the running gear prior to moving it off the flatcars.

Plans are now to perform a cosmetic restoration on the 165, as well as a full boiler survey to

ascertain its capacity to operate under steam again one day. Little will be known until the lagging comes off. Only then will we see what all those years out in the weather did to the boiler shell. Anyone interested in helping out the Steam Department can contact the Museum directly or via my email: wpsteam@wplives.org.

	WP 165	SP 1215
Wheel Arrangement	0-6-0	0-6-0
Builder	American	Baldwin
Build Date	1919	1913
Driver Diameter	51	51
Cylinder dia/stroke	21x26	19x26
Engine Weight	160,000	154,600
Tender Loaded Wt.	102,500	133,600
Boiler Pressure	180	190
Tractive Effort	34,000	29,720
Tender Water Capy.	4,500	7,000
Oil Capacity	2,155	2,940
Engine Length	31' 9"	29' 9"
Tender Length	26'	28' 3"
Overall Length	60'	60' 8"
Wheelbase	11' 6"	11' 0"
Boiler Diameter	6'	5' 5"
Overall Height	16' 5"	15' 8"



Western Pacific 165 has arrived at the museum.

-photos by Chris Allen