

company Sunday night after leaving us another generous monetary donation. Thanks again, Roger!

On Monday, Charlie and Dana removed the air reservoirs from each side to gain access to the boiler shell. The riveted tanks don't hold much hope (or air) so we will have to find or purchase replacements. I took my turn at cutting out tubes, a frustrating task. This was our third straight day of soot. Not much took it off in the shower at night except for that orange cleaner, which also managed to take off a layer of skin as well. I vowed that Tuesday would be a soot-free day for us.

Tuesday was storage boxcar day. The three of us, Charlie, Dana and I, stacked all the removed parts on pallets and moved them into the steam boxcar. Charlie and Don Borden previously cleaned out the car; it took them three days and several dumpsters. As luck would have it Norm was moving out one of his vintage trucks parked right next to the car, which made forklift logistics interesting while we both jockeyed for space. In the end everything made it in. Roger came into town on an empty coal train and joined us for dinner at the Pizza place. We all opted for the salad bar as well, since we had been craving roughage all week. Roger took the van home, and we retired to the Silver Shower's deck and sat, full of pizza, and watched the stars come out.

Our final work day, Wednesday, started again with Charlie's heady brew of coffee. Dana opted to take a turn at tube removal, and managed to get another 20 or so out. We were hoping to save the 5 3/8" superheater flues, but upon further inspection it doesn't look like we will be able to due to their condition. They have already been safe-ended twice and other indications of condition don't make me feel too confident about them. These will be expensive to replace, but we will be happy we did in the end. Our beloved President showed up in the afternoon and inspected our progress. He seemed happy with what we had accomplished. We certainly have a lot to be proud of; we stuck with the program and got the ball rolling. No unrepairable conditions were discovered in the boiler shell or sheets during tube removal. We will continue the work in the spring- April 10-12, 2008. Until then Charlie has his work cut out for him!

Eugene Vicknair has designed a stunning WP 165 lapel pin, which has been produced by Sundance Marketing. They are available for \$5 each in the Museum gift shop or online. A link for online purchase is available on the WPRM Steam Department page. And please don't forget that the 2008 WPRM Steam Department Calendar is available on Cafepress right now: <http://www.cafepress.com/wprsteam> Please consider a tax-deductible donation in any amount to the 165 Steam Fund, every dollar gets us closer to our goal of bringing steam back to Portola!

PROMPT ACTION KEEPS LOCOMOTIVE RUNNING

On a recent October afternoon, Sierra Pacific Industries (former SP) locomotive 1100, a key piece of the Museum's operational fleet, was in use when an unknown problem caused it to stop loading out on the balloon track.

Another locomotive was used to rescue 1100 and place it inside the diesel shop. Members Doug Morgan and Hank Stiles soon went to work troubleshooting the problem. They found a burned wire and a loose terminal post in the unit's load regulator. The wire was replaced and the terminal post tightened, thereby resolving the problem.

The prompt action of these two capable members helped keep an important piece of Museum equipment ready for service.



Quincy Railroad 1100 is one of our workhorse engines in Portola. A rare TR6A switcher built by EMD, she served the Quincy for many years. Shown here in Susanville, CA in 1991.

- photo by Ed Gibson