

his multimedia operation and we were treated to slide shows, notably was the FRRS move of the GGRM a couple of years ago and narrated by Steve Habeck. Vic also held his nighttime photography session.

I would be remiss to not include the takedown on Sunday and Monday: a crew of Charlie Spikes, Russ Johnson, Bobby Johnson and Bil Jackson spent 2 full 12 hour days under the guidance of Steve Habeck putting everything away. Also, the crews were treated to a great, home-cooked breakfast prepared in the kitchen of the "Silver Plate" on Saturday morning. As mentioned in the last issue, the breakfast was prepared and served by Vicki and Deborah Epling, Cheri Johnson and Mary Ann Vicknair, with Zephyr Project Manager Eugene Vicknair leading the crew in cooking up waffles, bacon, beignets (a French-Cajun pastry) and various other goodies.

Despite the mechanical issues, the WPRM Ops Dept did a first class performance. Make sure you mark your calendars for next year for September 25, 2010 when we do Railfan Photographer Day once more.



Vic Neves and Craig Simmons enjoy Saturday night's spaghetti dinner in the Diesel Shop.

- David Epling photo

WP 165 - FALL WORK REPORT

- Chris Allan, Steam CMO

Wednesday, October 21 - I again successfully escape my fetters and hastily drive back north, over the Grapevine. Happily, another uneventful trip would clear my head. Since the truck bed was to be relatively empty, I took a load of lockers for the shower car, provided by our good friend and member John Hachey of Ontario, California. A stop for lunch in Sacramento was in order with Paul Zaborsky, old pal and currently a director at Bay Area Electric Railway Association. Paul looks and feels much better now after his recent transplant surgery. For the first time in his life he is no longer diabetic, and we wish him the best with the replacement parts. Another leg of the drive over Donner Pass, with the fall colors in their full glory, and a mid afternoon arrival back in Portola, again. Peace and quiet at last. I enjoyed at least ten hours of sleep in the Pullman, after vacuuming up the cat hair. Cat hair and I don't get along. A generous application of Febreze® didn't hurt either.

Thursday, October 22 - Nathan "Maverick" Osborn and James "insert nickname here" Cowdery

arrived Thursday and immediately started taking readings on the wrapper side sheets. As of this writing they have completed the first one thousand or so readings, with quite a few left to go. Suffice to say they have the process down. Mike Mucklin checked in and began photographing the goings on. (Many of Mike's photos from the week can be viewed here: http://www.wprrhs.org/extras/wp_165_oct09/) He also made a nifty plywood template to match the curve of the roof sheet, the top of the wrapper sheet, at the location of a needed patch under the rear sand dome, to be utilized when the new piece of steel is rolled.

Mike got dirty later in the week, and took a bit of a "love kiss" while needlescoping on the frame; just a bit of a scrape really. Matt Parker joined the party later in the day. He was able to tape up Maverick's full scale tube sheet replacement drawing in place to verify that the new boilerplate misses all the parts we want it to, and that the tube locations are correct. A few minor modifications were noted, but all in all, nice work by Mav. Matt was given a quick lesson by me on cutting torch operation (sorry, Rod!) after which he began removing the cotter pins on the