

boards, stainless trim and whatever else we could remove from the train.

Disney's press release can be found here, with an enjoyable video shot during the loading process for the cab:

<http://disneylands.com/blog/2011/08/disneyland-resort-donates-california-zephyr-to-western-pacific-railroad-museum/>

On Saturday, August 6th, Alicia and I brought the new artifacts home to Portola and just inside the gate sat our new arrival, "WP804-A" on the back of a low-boy trailer, sitting next to our own WP 805-A, headlight oscillating back and forth and red nose wings polished and shining as she purred away in delight, like a Mother and her cub. Thanks to Paul & Ken Finnegan and Steve Habeck for getting the 805-A ready for the festivities.

Once our crane and rigging crew was ready, we set out to unload the "804-A" cab from the trucks that brought her home. No easy task. My Dad, Rick Carter, came up with my mother, nephew Dustin, and brother Tim, and we put Dad's experience with our WP #37 Derrick to work. Dad has spent countless hours working to clean up derailments in the Feather River Canyon with the 37, and was excited to be a part of history, doing his old job, with his boys, unloading our new treasure from Disney.

Unloading the "WP 804-A" proved to be a bit of a challenge, as F7 locomotives weren't meant to be sliced apart like this one is, and the fact that it was bulky, heavy (19 tons!) and largely round, but thanks to the hard work and dedication of Tom & Tim Carter, David & Matt Elems, Cody "Noodle" Wilson, Scott Franklin (who trucked part of the display up from Anaheim for us and then helped us rig and unload it), Mike Mucklin, Gail McClure, Alicia LaBrecque, Steve Habeck, Rod McClure at the controls of the 37 and Rick Carter giving signals and directing the rigging, the "WP 804-A" is now stored and chained down on a cushioned flatcar while we kick "phase two" of the project to build a "California Zephyr" interpretive exhibit utilizing our new donations from Disney. On behalf of the entire membership, I'd like to thank Walt Disney Resorts for graciously donating their "California Zephyr" so that we can preserve this masterpiece of Disney Imagineering for the enjoyment of museum visitors in the near future.

WP 165 SUMMER PROGRESS

- Chris Allan, Steam CMO

The absurdity of life never ceases to amaze me. No sooner had our sandblasting contractor finished up with the 165's cab, the sky opened up and dumped on the freshly bared metal, turning everything a rusty orange haze by the next morning. I purposely scheduled this work at the end of June to avoid such an event, but Mother Nature had other plans for my sanity.

Roger Stabler and I traveled to Portola June 28th with the goal to prep and primer the cab prior to the July work session. Our sandblasting contractor had a few minor "mechanical difficulties" on the drive over from Reno but was still able to get going by around 11am. While he started blasting the multiple layers of cab paint away, Roger and I started removing four more leaf springs from the locomotive, which are currently being rebuilt at a spring shop in West Sacramento. Thanks to Roger for taking the lead on the leaf spring renewal!

My original plan was to get the cab inside the shop for painting as soon as it was blasted. Unfortunately, as you read above, that effort turned out to be futile so Roger and I called it a day. I cursed the rain all night from inside the motel room, which was about all I could do at the time.

June 29th dawned gloriously sunny, almost like nature was mocking me. Roger, undaunted, went back to the paint lockers in the shop and found some rust converter solution left over from a prior project. After a good dousing of the stuff, the orange haze disappeared. We were now ready to paint. Roger and better living through chemicals saves the day again!

No fewer than five paint guns tried and failed to atomize the two part epoxy primer. Finally, Charlie Spikes made a run over to the local auto parts store and purchased a fifty-dollar el-cheapo gun, and it carried Roger through the rest of the job. The cab and Roger were now a nifty oxide-red color. We were ready to start replacing the "cancer" or rusted metal later in July. The contractor returned for a second day of blasting, this time in the boiler interior. A great deal of scale was removed, and we are now ready for our initial interior inspection by the

FRA later in the season.

Hopefully our good friend Steve Lee from Cheyenne, Wyoming will be on hand in the fall for our first FRA inspection. Here's a link to a recent interview of Steve by John Rimmasch of Wasatch Railroad Contractors in which Steve tells John of his involvement with the 165 project and his ongoing relationship with the Feather River Rail Society:

<http://wrrc.us/2011/07/steve-lee-1/>

Back to Sacramento with a bed load of leaf springs, the extra weight yielding a very smooth ride down I-80. Thanks again to Roger for taking time off so we could keep on schedule.



Roger Stabler pulls leaf springs from the 165's frame.

- Chris Allan photo

Fast forward to July 21st. Portola's own "prodigal son", Erin Swain arrives to take the lead on the weekend's task of repairing and replacing some badly rusted spots on the cab. Charlie had previously picked up some sheared 10 gauge steel in Reno and had it ready to go by the time we got in. Thanks Charlie! The first task Thursday was to move the cab into the shop, not only to get us out of the sun but so that we could use the concrete floor to achieve flatness around the bottom, which was the completely rusted away.

Erin's plasma cutting machine made quick work of removing the offending sections, and new pieces were tacked in place a little at a time, so as not to warp the sheet metal due to excessive heat. Burr Wilson and his son Alex helped out Erin by removing the drip rail piece on the right side, exposing more than a bit of rusted-through

roof section. Removing this piece of angle iron involved drilling out a bunch of rivets holding it, then driving them out; a tedious task to say the least. Thanks to the Wilson's for sticking with it! A big thanks to Erin for making the drive from Flagstaff, Arizona to help out. We hope to see him again soon. Erin also recently rebuilt the power reverse for the 165, which he brought back working like its brand new. It was a complete mess when he took it home last year, and it is nothing short of miraculous how he brought it back to operation. Great job Erin! Now get on that cab woodwork! (Just kidding- Take your time, we've got until Spring 2014).

In the meantime, Charlie and his son Eric started ripping out shelves in our second parts boxcar in an effort to get things organized. A huge quantity of lumber was removed, and we hope to replace the old rickety shelves with some nice new steel shelving, donations gladly accepted! Working in a steel boxcar in the July sun is no pleasant task. Thanks to those two for getting the job done. Charlie has also been cleaning up driving boxes and pedestal binders in preparation for re-wheeling the locomotive next season. A lot still needs to be accomplished, notably cleaning and inspection of the frame, but we are on our way. Ed Chase did a few hours of sweeping in the boiler removing some sandblast sand on Saturday after operations. Thanks for pitching in! Rod McClure assisted us in getting the driver sets closer to the shop so they could be cleaned. He is the only person I know who can move a set of 6000 pound drivers with a 5000 pound capacity forklift. Of course we had to use some "creative" counterbalancing to keep the back wheels on the ground, that involved just about everyone on the property at the time. Very dramatic but we got it done!

Nathan Osborn and James Cowdery will continue with the ultrasonic readings on the boiler sheets in August. We should be able to wrap up this job by the Fall work session and get the FRA form 4 underway. With any luck we will also be able to start welding the patches into the wrapper sheet at that time. New flexible staybolt sleeves and caps for the patched areas have been completed by the Strasburg Railroad in Pennsylvania, and should be in our hands by the time you read this.

I am quite excited that I will, for the first time, be arriving in Portola by rail for Railroad Days 2011,

being held August 20th-21st. A chartered train of private cars will arrive Friday the 19th, coming out of Oakland, including car "Two Rivers" owned and operated by our own Roger Stabler. I am really looking forward to finally riding in style up the Feather River Canyon, something else I can cross off my bucket list.



Burr Wilson (on ladder) and Erin Swain remove rust from the cab.
- Chris Allan photo

Another item of note: We will be starting our next fundraiser in a few weeks to raise cash for the purchase of the superheater flues. Look for details soon! Until then, have a great summer!

WP 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.

May 2011 Board Meeting Motions and Actions Summary

minutes recorded by Museum Manager David Epling

Motion 11-05-01

WPRRHS Travel Costs

Recommendation to assign FRRS Store expenses for WPRRHS Convention to WPRRHS budget line item 11003. Maximum cost \$1000.

Vote count not recorded.

Motion carries.

President's Report

- Dunsmuir. A pending request is in to Union Pacific to attend. SCRPS will provide Per Diem and Rooms. Depart Tuesday the 7th of June. UP 6936 and 1996 will go as power. The same consist and possibly WP 707. Possibly a dozen staff needed.
- Steam Work week included distinguished visitors and movement of the 164 outside and off the drivers for sandblasting.
- Tidewater Southern Bunk Car now on trucks

Museum Manager's Report

- Written report provided.
- Clarified show inventory control.
- Director Monger commented the progress on the new Museum Store re-set is looking great. Manager Epling gave primary credit to Bil Jackson and Duane Vanderveen with assistance by the Epling Family, Bruce Bowman, Bruce Veilleux and Bob Sims.

Financial Reports

- Written reports provided.
- Treasurer Mason gave a report on the status of the Society's Finances.

Director's Reports

Monger – Written report on CAM (California Association of Museums) Convention.

Event Reports

Dunsmuir Railroad Days – As Vicki Epling will be covering WPRRHS Sales Table, she requested that we make sure RAL engineers are available.

Department Reports

Operations - 3rd day of crew training completed, 46 people trained, 40 returning, 6 new, possibly a 4th day added during Annual meeting in June.

Website - Looking to bring all of the associated RR websites, SN by Garth Groff, TS by Eugene Vicknair, CCT by David Epling, WPRRHS by Mike Mucklin, under the parent wplives.org umbrella/server.