

**WP 165 May 2020 Work Session***- Roger Stabler, CMO Steam*

The Steam Work Week of May 20<sup>th</sup> through the 24<sup>th</sup> is now in the books. This was a low key event with just a four-man crew, due to the COVID-19 situation. I got up to the museum on the afternoon of the 20<sup>th</sup> and unloaded my truck of pipe tools and about 200 ft. of air hose and heavy duty electrical cords donated by myself and Robert McLean. I then set up the welder and welded new thread ends on our snifter valves. They were donated by Wasatch Railroad Contractors but had little thread left on them. Steve Lee got them reassembled and tightened on the boiler. Thursday morning, the three of us present (myself, Steve Lee and Hank Stiles) started working on the WP 165. The museum has been closed to the public and the number of volunteers reduced due to the COVID-19 epidemic, so there were a couple of non-steam items that needed attention. Hank Stiles worked on the 165, grinding down some welds that were in the way of doing some stay bolt work. I proceeded to install the steering shaft, that I had hard chromed over the winter, back into one of our forklifts, since we were down to just one working lift in the shop. That took more time than I thought, and, with the assistance of Hank, we finished it in the afternoon. We used that lift a lot the rest of the week so it was worth the time to fix it. While Hank was doing work that did not need assistance, I was hunting down some of the items on the property and moving them to the locomotive.

The main goals of this work session were to get the throttle ground and installed, the dome lid installed and other miscellaneous tasks completed. Mike Waters showed up Thursday afternoon and, after getting settled into the bunk car, helped with the forklift, while I ground the throttle valve. Friday morning we turned our attention to the 165. We installed all of the linkage to the throttle and

repacked the throttle gland. We then installed the new (to us) throttle lever donated by Steve Lee as the lever for the 165 was missing when we received the engine. It took a couple of hours to fit the new lever, but it is now in and the throttle is ready to go. We then turned our attention to the front footboard brackets and bolts that had previously been torched off. After a lot of heating and oiling, we were able to extract them without damaging the threads in the front pilot beam. New hardware has been ordered to fasten the footboards properly as they were done by the WP.

On Saturday we turned our attention to the dome lid. All of the dome studs are new and had yet to be adjusted and fitted to the new dome lid. We worked at getting all of the studs to line up. This took several hours of trial and error. We were assisted by David and Matt Elems. We had to take the dome lid down to floor level and ream all of the holes 1/8<sup>th</sup> of an inch bigger to help all of the studs fit into their holes in the lid. Once the dome lid was aligned to the studs, we annealed the copper gasket and installed the dome lid. The only problem found was that the studs need to have more threaded surface for the nuts not to bottom out. I will take some

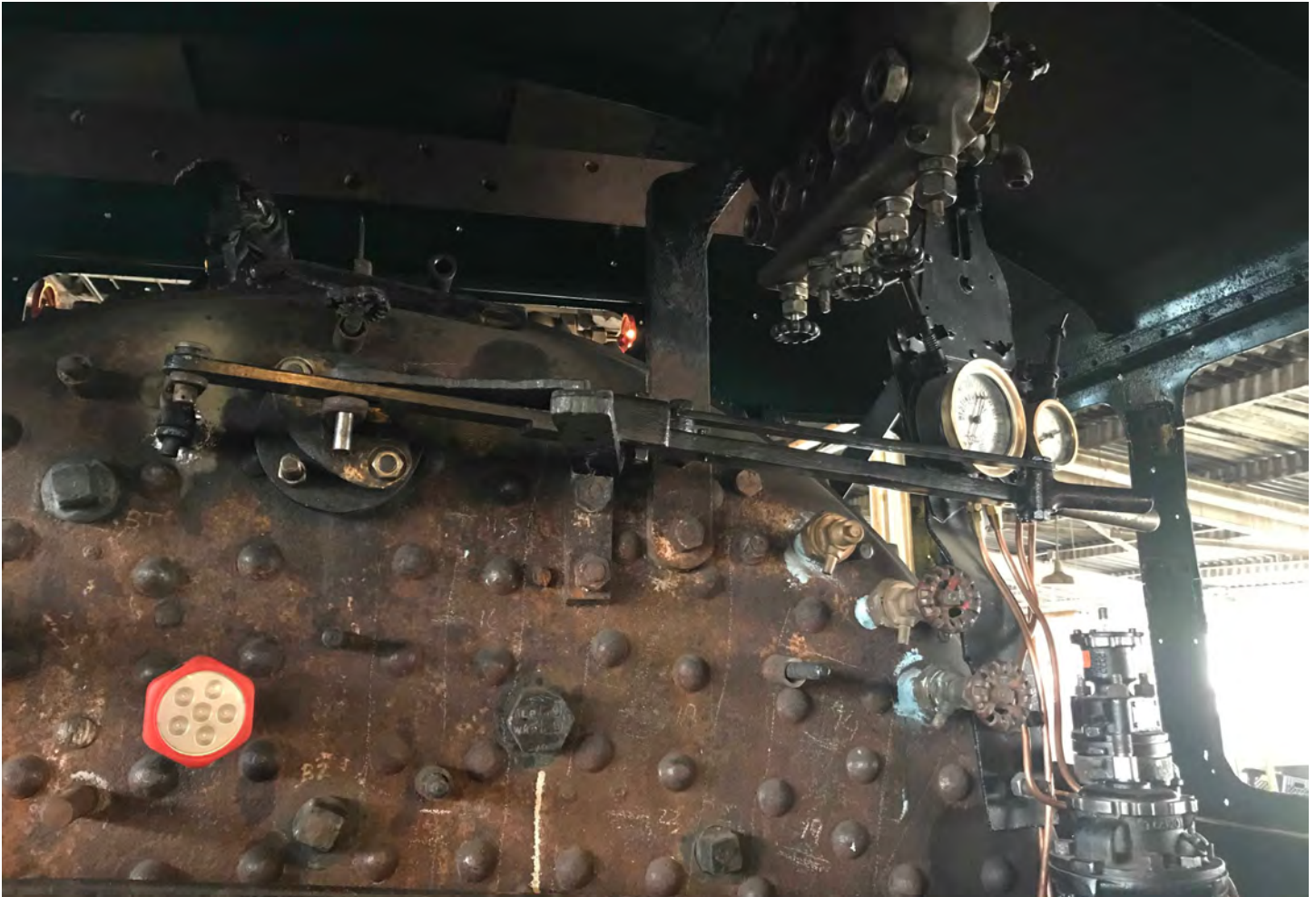
large thread dies up to the museum on our next outing, if not sooner, to remove the dome lid and extend the thread on each stud. That took most of Saturday, so we called it a day.

I had planned to leave for home early Sunday but we decided to finish the drawbar connection between the engine and tender since some missing parts that control slack were found buried in the steam parts car. After removing the rear draw bar pin to get out a shim that would not be needed, we installed the missing pieces so the tender connections are now complete. We left the museum around 2 p.m. for home with plans to work as a group again the last week of July.

'Till then, take care and stay safe.



*Roger heating the throttle support to fit the new throttle lever  
- photo by Mike Waters*



WP 165 - New Throttle lever installed

- photo by Roger Stabler



Bob Sims installed the front footboards on the WP 165 and Roger Stabler installed the brackets. 6/16/20

- photo by Greg Elems

