

**WABASH, FRISCO, AND PACIFIC  
RAILROAD  
BI-MONTHLY NEWSLETTER  
JANUARY, 2009**



*Jim Scott returns to Glencoe with #13 and train (Walsh Photo)*



**HAPPENINGS AT  
THE WF&PRR**

Thank you for reading the latest update from the **Wabash, Frisco and Pacific Railroad.**

A lot has been happening at the WF&P since the close of the 2008 operating season. Locomotives have been going through repairs, cars have been undergoing repair and/or reconstruction, the grounds are being improved, and signaling is being worked on!

The crews have been working hard to keep the railroad up to snuff, and they can use more help! Members, do you have a free Saturday?

Come on out, and lend a hand! Non-members, if you're interested in the WF&P and learning more about trains, come on out! We are typically at work on Wednesdays and Saturdays, especially in the Roundhouse and Car Barn. Track work often occurs on Sunday afternoons. Check it out.

After crunching some numbers, here are the final tallies of the 2008 operating season!

**Locomotive/Trip Tally**

<b>Locomotive</b>	<b>Trips</b>
13	116
704	26
5205	8
400	86
403	18
535	76
928	65

There were a total of 395 trips, three of which were double headed trips, two were steam, and one was diesel. With 12,575 passengers for the year, there was an average of approximately 32 passengers per train.

**And the crew statistics:**

Engineers	395
Conductors	392
Brakemen	392
Total crewmen	1,179

**Passenger Count**

Sundays	1,2785
Specials	953
Total Riders	13,738
October 19, 2009	1,066

To sum it up, we had 27 operating days, with one operating day being cancelled due to the remains of Hurricane Ike tearing through St. Louis, causing damage to our right of way. Many thanks to the patrons for being understanding of our situation during this weather!

See you in 2009!

## DEPARTMENT UPDATES

-DEPT SUPERINTENDENTS

With the guidance of our Department Superintendents, we will be able to keep the railroad in top notch condition, and prepare for the upcoming season.

### Rolling Stock – Jim Scott (supt)

Jim Scott and his team will be working on general maintenance of all of our passenger cars.

#### *Wagner Cars*

The rebuild of the four Wagner cars have been coming along nicely and work is continuing. Skins have



been applied to the first passenger car, and primer has been applied. Once this car is completed, its pattern will be used for the remaining three cars.

As of November 14, the Rolling Stock Dept was waiting on a final panel for installation.

#### *#51 Caboose* –

As stated in the last newsletter, Greg Wapelhorst has begun disassembling the #51 caboose for a rebuild. The wood



body has been removed from the caboose floor, and

measurements were taken for the new body and roof. For those of you not in the know, #51 features a small coal/wood stove/heater. It even has its original grates!

If you'd like to help Greg with this project, please contact him directly. Guess we'll have to wait and see if the stove is reinstalled and part of the new look.

#### *Primary Gondolas* –

Some of the gondolas now have springs in the couplers, which will provide some draft gear action. This will hopefully provide a smoother ride. This will replace the simple bolt that held them in place. Once the weather warms up, all the cars will be greased and washed for the opening of the 2009 season.

### Grounds & Maintenance of Way – Lorance (supt)

#### *Pavilions* –

Hank Welch and Mike Lorance have been working to repair our Pavilions. The crew



pavilion has been re-roofed utilizing metal roofing (left).

They then moved on to the guest pavilion near the Roundhouse lead track. (right)



#### *Glencoe Turntable*—

The ring rail has been removed from the main turntable, as have the ties. Currently, the MOW team is considering the option of utilizing piers to support our new concrete ring rail. Updates will come later.

#### *Stucco Building*—

The second floor of the Stucco building has received a facelift. New flooring had been installed and the dispatcher's office has been painted.

### Signals – Dale Bitsch (supt)

#### *Bluffs* –

As a result of Dale Bitsch & crew's efforts, we now have 150 feet of trenched conduit installed at Bluffs. This will allow for the installation of signals on the siding switches and approaches. Dale and his crew averaged approximately 20 to 30 feet per day.

### Motive Power –

Steve Haack (supt)

#535 –

While Mike Walsh was in town for Thanksgiving break, he enlisted the assistance of Matt Horn and Brad George and began disassembling #535.



All of the parts were cleaned and labeled. After the Motive Power meeting in December, Mike Walsh, Andrew Dean, Brad George, Matt Horn, and Steve Haack removed the jacketing. The boiler was then removed and then put on a steel flatcar (*right*) so that it could be moved around. The rolling frame was then cleaned up and then put in storage. Bolts mounting the smoke box to the boiler were ground off, and then the smoke box was removed from the boiler with persuasion from a come-along winch and a sledgehammer. The boiler was recently taken to a boiler company to be inspected, and then after inspection, a course of action will be planned.

#400 –

With the Motive Power Team's focus on serious projects, not much was done with #400 since the season ended. However, Dean and Tennessee removed the two steam valves that feed the injectors so that they could be cleaned and re-packed, since they leak heavily when the injectors are being used.

#928 –

Other than the winterization of #928, nothing was directly done to the locomotive. There is discussion about building a new tender for #928, as it is currently using #300's tender. Walsh took #928's whistle to Rochester, NY to fabricate a new packing nut that would allow the use of the built-in valve again. We have been using an external whistle valve for some time now.

#403 –

After the MP meeting, Jerry Fritschle



worked with one of the MP Team members to disassemble the cab and remove her piping. #403 will be receiving a brand new piping job, and the cab will be cleaned up significantly. Dean, Tennessee, and Chris Brophy removed the throttle valve from the steam dome, and discovered that there was lots of wear in the throttle, which contributed to the poor throttle response. Walsh opened up the cam opening in the throttle valve stem, and Brophy cleaned up the throttle cam. Walsh also fabricated a bushing that was pressed onto the throttle cam to accommodate the new slot. After testing the locomotive on air (*see photo on previous page – A. Dean testing the throttle*) The operation of this engine is significantly different now!

#534 –

Along with fiberglass insulation, the boiler jacket was re-installed on #534's boiler. Parts were ordered and the cab housing was re-installed.



After the parts arrived, the piping arrangement was mocked up in the cab. Unfortunately complications arose and the Motive Power team approached the BOG to request permission to hold off on moving any further on the project until it can be resolved.

#401 –

The drivers on #401 were dropped in preparation for Crankpin work, and #401 was placed onto shop trucks to allow for moving around the roundhouse, as needed. After this was completed, Walsh and Dean removed the



smokebox door from the locomotive, along with the builders' plates and locomotive markers.

When Chris Brophy came in town for the Christmas holiday, he, along with Steve Haack and Devin Lawson removed the boiler from the frame of #401. Brophy removed all of the washout plugs and gave #401 a boiler wash. #401 is currently awaiting replacement boiler plugs and certain taps so that it can be reassembled. Walsh also fabricated new gaskets for the flange connections at the cylinders. In addition, the locomotive builder plates were removed from the locomotive

Along with other projects, those are current updates on existing locomotives. In an upcoming newsletter, we will cover other projects that are in the works this winter.

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## GENERAL UPDATES

### WEB SITE COMMENTS

Here are more comments from the public that are left on the feedback/survey form on our website! If you'd like to leave comments, please visit <http://www.wfpr.com/> and click on the survey link!

*"We enjoy riding the train at least once, but usually twice a year... Maybe you could set up a model train layout and have a donation jar. Maybe you could have a donation jar where the tickets are sold that is solely for expansion of the RR." –Val P.*

*(Val P., we invite model railroad clubs to set up and exhibit in the GFK building on the WF&P grounds throughout the year (Lego Club and MVNS, for instance). Look on our website for updates! Also, we have a donation jar for the expansion of the railroad that we keep at the ticket booth! You can also give your donation to the ticket agent! –Mike)*

*"Curious if you're going to extend the length. Can you let us know on your website? Also, we'd buy more souvenirs, but we've bought everything you sell. I suggest you expand your souvenir stand if you want to raise more revenue. You've got a captive audience looking for something to do while waiting for the train" –Chris*

*(Chris, thank you for your feedback! If you'd like to e-mail us with suggestions for*

*souvenirs, you can find our contact information on our website. You can also use the same survey feedback form, if you'd like! We are also working on extending our railroad (approximately 3,400 feet) past Yeatman Wye. We are accepting donations to help with the extension, contact us for information on how to donate!)*

For those who have already, thank you for filling out the survey on our website. It takes several minutes, and we will appreciate any and all feedback you provide to the WF&P. We like to know what visitors enjoy about the WF&P, and would like to see you at the WF&P. If you'd like, leave your contact information, and we will be able to contact you directly!

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### GOODS & WELFARE

*Bob Tabernacki underwent a bypass surgery, November 25, 2008. The surgery was deemed a success and he went to a rehab center for some time. Send Bob a letter or pay him a visit! Contact Jim Strain or Jim Greathouse for information on how you can visit or contact Bob.*

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### EDITOR'S CORNER

The Holidays bring cheer to many families and more work days at the WF&P grounds.

It would also help a lot if WF&P members could send stories about their history at the WF&P, or even their experience with railroads in general. If you've got a lengthy story, send it to me, and I'll find a way to put it in the newsletter. It may have to be split up into parts spread out over several newsletters, but it'll be there as time and space permit! If I find it difficult to find information to send out on a monthly basis, I may revert to a bi-monthly basis. -

Also let us know how you would like to receive your newsletter. We can send it my email or by regular US Post Office mailing. Please let me or Jim Greathouse know what works best for you.

Mike Walsh

