

## STEAM TEAM AT AUBURN HEIGHTS

### SUMMER WORK PROJECTS SUGGESTED, 2003

#### RAILROAD

Trestle Work: Abutment on Station end needs rebuilding  
Structural Work needs inspection  
Long ties under rail should be inspected  
Steel framework should be prepared and painted

#### Switch (Turnout) Restoration:

At least three of the switches have had tie replacement, some 100%, some less, during the past 3 or 4 years. It is easier to dig out and replace a few bad ties, than to take the whole switch out of the ground and rebuild it. I have done both. I don't think our switches are in bad shape, but they should be inspected, not only for ties, but for wear at or near switch points. All switches should be checked with a level for proper elevation (most of them should be level).

Tie and Rail Replacement: About 15% of the railroad still has 2 x 2 redwood ties under the rails, including much of the back curve. Eventually, these should all be replaced with 2 x 4 treated ties. Ties on the double-tracked section have all been replaced from the trestle to the tunnel. Some replacement is required on both sides of the turntable, and a few lengths on the "main line" on both sides of the pond spillway. We have a few lengths put together which can be used anywhere except on the back curve, where the gauge has to be wider. When tie replacement begins, more sections will have to be put together.

Track Leveling: Although some of this can go quickly, the whole railroad should be checked for proper elevation, and ballast stone added and tamped under the ties where required. Where the track runs close to a bank the outside rail tends to settle and become low. Joints always tend to be low, just as on a full-sized railroad.

Rebuilding Seats on "Captain's Chair" cars: Some of these seats need strengthening, and then the cars need to be sanded, cleaned, and repainted. (Anne Cleary has volunteered to head this project).

Cleaning out Flange-ways at Crossings: This needs to be done before operating days at our two grade crossings, the turntable, and the station areas.

Locomotive and Tender Work: While the boilers are off the frames, spring hangers and equalizers should be checked and everything cleaned and painted. Driver and truck wheel wear should also be checked. Fittings, valves, injectors, gauges and the like should be cleaned and checked. (Steve Jensen, Herman Feissner, and Brian Crozier are in charge of this project).

Turntable: Should be scraped and repainted. It may be possible to level the concrete a little bit to make the table turn easier.

## **MUSEUM**

Complete "Back Yard" exhibit with floor covering, and finishing "fence and gate"

Study moving the main row of cars forward to allow walking area behind them, which will allow for additional exhibit areas, mainly for photographs.

Find missing photographs, review pile of photos upstairs, and see what we want to display, both in new display areas, and also under glass counter top in reception room.

Review former display items, now mostly upstairs, to see if we want to bring back any to carry out a theme or tell a story.

Possibly paint the interior walls of museum, and around inside of window frames and sash, also inside of big doors. Purchase new window shades.

## **UPSTAIRS IN MUSEUM AND BACK STORAGE BUILDING**

It is acknowledged that Tom needs to direct this effort, and will have to do a lot outside of what the Steam Team undertakes. Basically, we need to better-organize auto parts, railroad parts, furniture, and other items, and dispose of a lot of things. Tom will have a hard enough time throwing things away or otherwise disposing of them, so we don't need people who want to save everything involved in this project.

## **CAR PROJECTS**

'32 Packard Phaeton: Exhaust system too noisy. There are several N.O.S. mufflers on hand that may be better than the new stainless mufflers I had made, which were not satisfactory. Perhaps dash appearance can be improved. Alan Berry, who has been in charge of this car, may have other things that need attention, and he will certainly be happy to share the car's use with others when they "qualify". The wiring is bad (or the motor itself) on the heater's fan motor. Right rear tire has

a leak that will probably require dismounting for tube repair.

- '37 Packard Touring Sedan: Parking brake needs spring replaced on the brake handle's "trigger". One of the rear window curtains has been pulled down and won't retract. Slight straightening repair needed on top gutter above right rear door. Jerry Novak and Andy Zych are present driver/operators, and they will be glad to train others who can then use this car occasionally.
- '16 Rauch & Lang Electric: Remove old tires and mount 4 new ones. Emil is willing to give more driving lessons, so several S.T. members can drive this car on their own.
- '12 Stanley Model 87: This big touring car is not for everyone, but Bill Schwoebel will be glad to share responsibility with others who are interested. Once the steering adjustment is finalized, 3 things come to mind which need to be corrected soon: Throttle needs to be changed or re-worked, bad oil leak under the differential needs to be improved upon, and rear water pump should be changed.
- '13 Stanley roadster Model 78: Pilot is not bad, but may be too strong. Best method of correction will be to remove pilot nozzle, have the hole welded shut, then re-drill the hole to the size of the pin (probably about #65 drill size). Cylinder oil pump should be adjusted back about 1 full turn (make the plunger in the pump longer), as the car is still pumping too much oil. Pump and engine packings should be checked over if they have not been. Fill the glands with as much packing as you can. Richard and Herman will share responsibility for this car with others.
- '13 Stanley touring Model 76: Top copper cover needs to be installed over the pump rocker. Packings need to be checked. Bob Wilhelm will share the operation of this car with others. Emil made beautiful wooden door strips to replace the lost ones.
- '14 Stanley touring Model 607: Car needs very little except a new throttle. Once it is operable again, Butch Cannard, Anne Cleary, and others will share the operation of this car with others.
- '15 Stanley Mountain Wagon, Model 820: We'll all keep it running, doing minor things as required. Several have run it: Jerry Lucas, Bill Rule, the Hopkins boys, Butch Cannard, Bill Schwoebel, Dave Lumley, and others. If others want to, they can certainly learn.
- '16 Stanley touring, Model 725: This has been the "Hopkins" car, but again others should learn to operate it. Except for generating a certain amount of carbon dust in the burner forks and nozzles, it runs very well.

- '18 Stanley touring Model 735: Although this car has Gibson piston-valve cylinders in the engine, these have given no trouble, and almost all trouble has been with the burner, and fighting the carbon problem. More use and possibly a mixture of gasoline with the kerosene may help this problem. There is a leak in the water tank near the top, but this does not have to be repaired before this driving season. Steve Jensen, Jim Personti, and Brian Crozier have worked with this car since Dave Lumley left us. They are encouraged to continue and to teach others to operate the 735 as well.
- '22 Stanley touring, Model 740: The car is running well with its new burner, and other than pricking the nozzles a couple of times, the round trip to Linvilla was made in good shape. The fuel automatic does need to be taken apart and cleaned, or a new diaphragm inserted, as the fuel pressure climbed too high on the road, and drops back fast when the car stands in the museum. Jerry Lucas and Tom have been "in charge", but it's an easy car to learn on.
- '08 Stanley Model EX: This has been another "Tom and Jerry" project, but the car is running well now, and any who want to become familiar with the early gasoline burners are encouraged to have some lessons and become familiar.

### CRETORS POPCORN MACHINE

Complete restoration of the unit, trailer, et al, has been undertaken by Ed Hoffmeister and Emil Christofano, with help from Steve Jensen, Jim Personti, Anne Cleary, Brian Crozier, Jerry Lucas, and Bill Rule (and others). The project is under complete control, so we will leave them to their own devices.

JUST AS ROSE ANN HOOVER HAS TAKEN RESPONSIBILITY FOR THE MUSEUM, ANNE CLEARY FOR THE WOODEN RAILROAD CARS, ED AND EMIL FOR THE POPCORN MACHINE, STEVE JENSEN FOR THE LOCOMOTIVES, AND EMIL FOR THE ELECTRIC CAR, WE ENCOURAGE OTHER MEMBERS TO STEP UP AND OFFER TO HEAD UP OTHER PROJECTS. I WANT TO THANK BOB WILHELM FOR HIS EXPERTISE IN DEVELOPING AND REVIEWING LOCOMOTIVE BOILER DRAWINGS. Tom