

## STEAMUP SHOWS OFF OUR SMOOTH SHAY

By Bob DiGiorgio

One of the major reasons for the July 5 & 6 steamup was to test the results of the largest group of mechanical repairs we've done to the old sidewinder since we put the shafts back on. The results were very gratifying - old #3 ran better than she's ever done since we got her.

Probably the most miserable job we'd put ourselves to was cleaning out the fuel tank. The oil we've been burning was in the tank when we got the Shay, and no telling how long before that! We've always found the loco to be hard to fire. It would flame out for no apparent reason, and not relight until we'd blown out the fuel lines. Sometimes we'd have the firing valve wide open, but not be able to keep up steam. Suspecting the fuel or some foreign material in the tank, we deliberately burned out the last of our old oil during the New Year's operation. Then the dirty work. After softening the remaining oil with solvent for a week, and flushing the tank with water, DiGiorgio and Pennick climbed down inside to sweep, shovel and scrape out the rest of the gunk that remained. A new screen was made for the hatch, to replace the missing original, and a thousand gallons of fresh oil put in. What a difference! The ornery old Shay ran like a new engine. The hardest part of firing became keeping the pop valves closed. A lock on the oil hatch was added to make sure things stay clean inside.

In other ways, our operation is cleaning up (sorry, I don't mean financially). We've been able to keep a much cleaner stack during this last operation. Of course, a little smoke can't be avoided in the stop-and-go operation on our presently limited run of track. But we've been able to sand the flues less, and blow down the boiler less, and still keep a clean boiler (important to both efficiency and long boiler life). The water was nice and clear when we drained it afterwards, and there is almost no mud in the bottom. Besides the new fuel, we've also been using soft water in the boiler, and Jerry Winkle took on the dirty job of cleaning out the tender. The soft water costs us about ten dollars extra each operation, and is a good investment against much more expensive boiler repairs.

The bad leak on the left side of the boiler was eliminated by DiGiorgio, who replaced the broken staybolt. The bell has a new enthusiastic sound, thanks to Benbow, who installed an automatic air ringer (swiped from bell-less Mojave Northern #3). Benbow also made three new stems for steam valves inside the cab, which with some new packing stopped a lot of steam leaks.

We don't know all the members who pitched in on cleaning and painting, but three we do know of were John Hathaway who put the beautiful new coat of silver on the Shay's smokebox, (with primer yet, so it should last longer than the previous paint job); Walt Ely, who polished the brass bell and number plate, and Dick Pennick's sharp red paint job on the number.

We haven't mentioned by a long shot all the jobs that got done and all the workers who pitched in. As Dan Ranger put it in Pacific News (July, '69), "... she's doing very well, which is not surprising when a group puts out with its effort." The success of this last operation was the result of one of the best efforts this group has yet put out at work parties. There were a lot of new faces out, as well as the old faithfuls, and a lot for us all to be proud of in our smooth-running Shay.

Our near - forgotten little coalburner up at O. E. T. M. has not been forgotten by Our Man in Perris, Charlie Holcomb. Slowly but surely Charlie has been plugging away at the Ten-Spot's assorted problems, and he reports that it's finally ready to run. The boiler has been inspected, hydrostatic tested, and found to be in good shape. The leaky throttle valve has been overhauled by the Santa Fe's San Berdoo shops. The injectors have been cleaned out, plumbing leaks repaired, and the only thing remaining is a cleanout of the flues and a steam test. As soon as we get the word from Charlie that a test steamup has been performed satisfactorily, we'll be scheduling a public operation of the O-6-OT up at the Orange Empire Trolley Museum. Watch for it!

## PRESIDENT'S REPORT

By Richard E. Pennick  
President, P. S. R. M. A.

I look forward with much expectation to the five months remaining in this exciting anniversary year, which hopefully will witness the Museum obtaining land for its operating site. We are fast approaching our 1969 goal of fifty regular members, and the list of contributing members continues to swell. Thanks to those enthusiastic, dedicated individuals the museum is fortunate to have as members, the word is out that that railroad group down in San Diego is not very big as railroad museums go, but they certainly make you feel welcome.

It's true. We are small. But we're growing. And we have even bigger plans for the future. We're not perfect. We've made mistakes. We're still making them. But we all share a common bond in the glory and heritage of the flanged wheel, and we enthusiastically welcome anyone with more than a casual interest in the railroad tradition.

I want to encourage all members, whether regular or contributing, to lend their support to the Museum and help it grow. Take part in its activities and projects. A successful museum consists of not only interesting exhibits but of enthused and dedicated people as well. We need lots of enthused people to make our museum a success. Can we count on you?

## MECHANIC'S TRAINING PROGRAM

An apprenticeship program to train new mechanics for all museum equipment is being planned by Master Mechanic Bob DiGiorgio. Presently, DiGiorgio and Charles Benbow are the principal skilled mechanics in the group, at least, as far as we know. Bob would like to train others in order to expand the mechanical department and also to provide an eventual successor to his job.

The program will consist of classroom training sessions, where principals will be taught and smaller pieces of equipment worked on, and on-the-job sessions where more detail can be paid to training than has been possible. Interested members should contact Bob at his home, 448-6161.