

# The Steam Gauge

After a seven year hiatus, this column on steam locomotive information will again be a regular part of the Train Sheet.

On April 5, 1997, our 1887 UP 737/SP216 (4-4-0) was unloaded from the HTTX flat car that had been its home since coming from Scranton in October, 1995.

Our 200 ton Industrial Brownhoist was spotted next to the car, out riggers were positioned (a tough job in itself), and slings were selected for the lift. The tender was offloaded first and placed on museum rail. The engine was next. It was a particularly difficult lift because of most of the weight being on the firebox end. However, with the use of shorter slings on the heavy end the lift was made without trouble or damage. Jim Ley's skills as crane operator were apparent as the engine was eased off the flat car and onto rail. The engine and tender were recoupled and moved to its display track. Involved in this operation were: Jim Ley, Phil Schmierer, Ed Powell, Ken Iverson and Norm Holmes. Others helping were Steve Habeck, Eddie Chase, Hank Stiles, Kurt Swanson, Gordon Wollesen and Don Nelson.

The 737/216 looks much better off the flat car and if we can get someone to adopt the engine to make the necessary cosmetic repairs we will have a nice display engine.

1215: Work on this engine, that we hope to make operational, started April 27, when Brian Challender removed the steam dynamo to evaluate its condition. (The dynamo supplies 32v DC current for headlights and cab lighting.) The case was cracked and fell apart when he attempted to disassemble the unit. The casting may be repairable, however. The good news is that the electrical parts appear to be OK. Anyone have a spare dynamo in their garage?

We are still looking for a qualified person to remove the insulation from the boiler so that it can be evaluated. As this restoration project will be costly and will have to stand alone financially, we are in need of donations to the steam fund.

*Top Photo: Our 1887 UP 737/SP216 (4-4-0) is being lifted off the flat car. Center Photo: The locomotive is being set down on the rails on track 3 outside of the enginehouse. Bottom Photo: After being coupled to its tender, it was coupled onto ALCO S-1 WP 512 to move it to a more permanent location for display and upcoming restoration. All photos by Norm Holmes.*

