



**CMO
REPORT
BY
HANK STILES**

The Mechanical Department continues to move ahead on repairs and upgrading our equipment but not at a pace I would like to see. We had a real boost in our efforts in August in the form of Dick Hulbert and his friends Al Onodera, Ben Hale, Norman Clark, Paul Sanger and Frank Fuson. Also at the museum to help were Howard Wise and George Childs. We also had some of the regulars: Ed Powell, Doug Morgan, Tom Graham, Ken Iverson, Steve Habeck, Dave Stark and Chris Lantz. I thought Chris's last name was Lentz but now I think this is wrong. So, Chris, give me a call and let me know. Together, these people are responsible for a lot of work. A very large THANK YOU to you all.

One item repaired was the bell on SP 2873. It would ring about twelve strokes after it was shut off. It seems SP installed a valve backwards when the unit went through an upgrade program. This unit also would not load, and was found to have a contact needing attention. I looked for the problem but could not find it. It is nice to have a good electrician on the job. Thanks, Dick. After all this attention, the engine is now being used by the Operating Department and also in the Rent-A-Locomotive program.

WP 2001 also got some needed attention to the air

compressor. As you may remember, it spun a rod bearing. We purchased a used compressor and, after it was looked over by this Mechanical Department's SWAT team, was determined to be in good mechanical condition and installed on the locomotive. The air compressor now works like a champ. We continue to solve many small problems on this engine and it pays us back by being more dependable all the time. The next big job on WP 2001 is removing the radiators and having them repaired, and then re-installing them. This is a big job, as Doug Morgan can tell you. He just finished this job on the #244 MRS-1. Thanks to Howard, George, and Ed on this one. The WP 2001 is now in limited service.

The other project worked on was WP 608. We replaced the #11 cylinder liner seals and after some trial and error we got it together without any leaks; no small task. Then we discovered a small crack in the #9 liner. It is not a large problem, as it leaks water only very slowly. At some point it will have to be replaced because the water leaks into the air box and out the air box drain. Because the engine can be used without harm, I wanted to use the engine for a while before we replaced the liner. We used it to switch after Railfan Day and discovered it now has an oil leak in the prime mover (diesel engine), so we have one more thing to fix.

If we can continue to increase the number of people coming up to help, it will make a big difference to our equipment. Remember, two people can do three times the work of one person. You do not need to be an expert to help. There is plenty of work for all. Dick is

fun to work with and he is a good teacher. So, come up and help and learn.

Now I would like to talk to all of you about our collection. I started to do this in the last report but due to a technical problem with my computer, only part of it was sent to the editor and my article ended in mid-thought.

We have a large collection of equipment at P.R.M. It represents many railroads. Webster's Dictionary defines a museum as "an institution devoted to the procurement, care and display of objects of lasting interest or value." We have done a good job procuring railroad equipment, however, we have not done such a good job caring for it. As it stands now, we have a collection so large we cannot care for it the way we should. If we are to live up to our responsibilities as a museum, we owe it to everyone's kids to take care of our collection in a way that will preserve it for future generations. We do not have the resources in money or manpower to properly care for our equipment. We need professional and long range plans.

I believe, and I think you will agree, we cannot save railroading all by ourselves. We need to decide what is important to us as a museum. I do not want us in 20 years to be in the position of equipment falling down around our heads because of neglect on our part. I would like to have the resources to completely restore everything we have, but I don't see that happening at this point unless we can find a way to come up with money and manpower. I think the responsible thing to do is reduce our collection to what is important to us

and let someone else take care of the rest. I would like to keep most of what we have but know we have to be realistic. This is the big question facing us now.

What will we do to see that our museum and its equipment go on for many, many years?

I would like to hear from all of you on this subject. Please see me at the museum or get in touch with me on the phone or E-mail me with your comments. My phone number is (916)363-8572 and my E-mail address is 103344.2501@compuserve.com.

Thank you for your time...

Hank Stiles

Chief Mechanical Officer

A SPECIAL MAINTENANCE DAY

Several volunteers who regularly work on diesel maintenance projects at the California State Railroad Museum wanted to visit our museum and help us with some of our maintenance work. On August 8, Dick Hulbert, Ben Hale, Paul Sanger, Norm Clark, Al Onodera and Frank Fuson came up from the Sacramento area, Howard Wise and George Childs, members of Pacific Locomotive Association, came up from the Bay Area. Work included solving a troublesome electrical problem on SP 2873 and found the reason the bell took so long to stop ringing after the valve was turned off. (A check valve was installed the wrong way). A replacement air compressor was installed in WP 2001 and the cylinder head was