

MY SEPTEMBER CHORE LIST

- Phil Schmeierer

Long-time FRRS member Phil "Evil Dr. Cornbinder" Schmeierer took some time for a working vacation at the museum in September. Here's a sample of what he worked on...

Well, here's the chores I got done.

Baggage car jacked up and bearings rolled. Gave them a listen to with the listening rod. Charlie Spikes helped with this chore. They sound and look good.

WP bay window caboose 428 was jacked up and got her center plates shimmed and lubed. The truck swing hangars on one side were shimmed as well, with help from Charlie. Also, the Conductor's valve was leaking badly, so it was removed and replaced with a regular "Ball Valve".

Charlie and I jacked up the Union Pacific, ex-Rock Island, bay window caboose and our Missouri Pacific caboose and lubed the center plates on both. I also replaced a brake shoe and fixed the angle cock plumbing to stop leak in the brake pipe on the MoP caboose.

Southern Pacific GP9 2873, one of our main RAL locomotives, had three shoes replaced and the brakes adjusted.

Western Pacific GP9 731's Nathan M5R24 air horn was rebuilt and tuned. (These horns were WP's standard diesel horn model for most of the diesel years of the railroad. They are very valuable and highly regarded by railroaders and horn enthusiasts.) The horn is chained and locked to the lifting lugs on the roof. Seth Adams and I removed the sliding FRA 223 glass side windows and rails from static display Southern Pacific SD9 4450 and installed them on the WP 731.

WP GP7 707's M5R24 horn was also rebuilt and tuned. Horn is chained and locked to the lifting lug on the roof. I also locked down WP 2001's horn.

WP 805A's installed horn was tuned, but did not respond well. The horn's mounting bolts spin, so the horn was not removed. A spare straight M5 was rebuilt and tuned. It was tested on the 731 and sounds good! It is now stored so that Dave McClain and the Zephyr guys can install it to the 805A when they figure out why the bolts spin. I'll then rebuild the current 805A

horn at a later date for another WP locomotive.

The Museum Ford F-250 truck's starter died and a Rebuilt NAPA one was installed. Also, I installed a trailer hitch on the F-250 to tow around the Chicago-Pneumatic Air Compressor. I replaced the spark plugs on the C-P Air Compressor and it runs much better, as the old plugs were fouled. New C-P Gaskets arrived and are now installed on the hoses and accessories.

I removed the old ice box in the "Silver Shower" Car and cleaned it out. It was a very nasty science project in there! It is now in the shop, nice and clean at the west door, with cold drinking water in it for employees/volunteers.

WPMW 200 ton crane 37 was fueled by Steve Habeck and I with fuel treatment added. We also fueled the Little Giant Crane and put in additive. Seth and I fixed the foot brake springs on the Little Giant so that they function properly now.

The Oil Car trucks had to be jacked and the bearing adaptors placed back in the correct position on east truck. Charlie Spikes helped out.

That's all for now!

Phil (left) and Charlie Spikes work on the MoP caboose.

- David Epling photo

