

GGHS_Log Entries by Category

<i>Category</i>	<i>date Entry</i>	<i>Comments</i>
<i>Air Brakes</i>		
	3/31/2008	Compressor Removal 2 hours Removed old worn out compressor for replacement - Larry Spencer
	4/24/2008	Compressor Work - to Frontier for belt pulley installation - Larry Spencer
	6/14/2008	Compressor work adapting connecting parts - Larry Spencer
	6/22/2008	Test run after air compressor install Started and run to Fake tank and back. Test OK, New clutch tested and run in OK (Charles and Larry)
	6/22/2008	Air Compressor - finished installation and set pressure to 80# - Larry Spencer
	6/25/2008	Adjust Air Compressor Ed, Louie, Larry
	6/27/2008	Shakedown Run to Cumbres. Brake check, air check then left for 14 mile test run to Cumbres Pass. All OK to Cresco Tank then compressor noise developed. - Chattering. Air Pressure stayed 75-84 lbs. Noise continued to increase and it was "ordered" to stop at Coxo siding. Just after stopping, compressor seized up. Check valve kept (prevented) a total lose of pressure. Belt cut off and proceeded to Cumbres Pass.
	6/28/2008	Replace compressor. Installed Bendix "Tru Flo" model 227432. Also new compressor drive belt, inspected oil pan and changed oil (30w).
	2/1/2009	Extra Air Tank installed, more air reserve, more safety ED + LARRY
	5/1/2010	Frontier Machine found and ordered 2 new rubber caps for air brake control valve I installed and are still at Frontier Machine ED.

Brakes

Clutch

model 227432
Bendix "Tru Flo"

Safety and
General

Question did the
extra caps get to
Dolores GGHS?

<i>Category</i>	<i>date Entry</i>	<i>Comments</i>
	6/1/2010	Removed, cleaned and re-assembled in line air pressure regulator. Mapped routing of air lines. Lew, Louie, Ed and Frontier Machine.
	6/7/2011	Conducted Air Pressure test. Ran #5 until compressor kicked off at 81 lbs. With air brakes NOT applied pressure was still 80 lbs after 3 minutes. Air brake was applied and the following times and pressures were recorded. Pressure dropped on application to 76 lbs. at 1 min. press was 70lbs. At 3 min. press. 59 lbs at 5 min. press 47 lbs at 10 min. Press 12 lbs at 15 min press 0 lbs. Louie Lew
	6/14/2011	Conducted air pressure test - Pressure run to full pressure. 80 lbs, compressor kicks in at 68 lbs. 1. 9.7 seconds from 68 to 80 lbs after brake applications 2. Brakes applied compressor kept pressure at 77 lbs for One minute. 3. Motor off brakes applied, letting it bleed down. 4. Tank pressure at 5 lbs, started engine; 1 min 6 sec to 80 lbs. Larry, Louie, Lew
	6/14/2012	Shake down at Colo. RR Museum Brake Check Museum Loop - 5 laps (OP) Larry Spencer
	6/30/2012	Installed new pressure regulator and gauge at regulator. Removed and serviced air brake handle and valve and water filter. And performed air brake system check. AL O.K. Louie V
<i>Body</i>		
	6/23/2008	Paint rear door and window grab irons -J. McKenzie Paint
	6/24/2008	Paint All lettering on Rights side - J. McKenzie Paint
	6/25/2008	June 25, 2008 Paint Painted Side Bars in Rear Box (Silver) - Larry Spencer
	9/17/2014	Caulked roof seams on Cab. Used a silicone caulk designed for roofs. Joe Becker
	9/17/2014	Re-attached trim on rear door. Used 8d finish nails driven in at opposite angles to secure the trim. Lew Matis

Electrical

<i>Category</i>	<i>date Entry</i>	<i>Comments</i>	
	3/1/2009	Have 6 volt generator rebuilt to 12 volts. Spent next several months trying to find compatible regulator. Finally bought two and sent them and generator to Ogden Utah, put on the bench, tested and adjusted to be compatible. Has worked good since then. (The Spare 12 volt regulator has been polarized.) ED "It is now rebuilt as a 12 volt alternator in the original generator housing." - from conversation with Larry Spencer and Joe Beringer and Alan Jannuzzi in Maricopa, AZ on Tuesday, 8/5/2014	Spare 12 volt regulator has been polarized.
	6/7/2011	Installed new fuse box - has 8 circuits in same order as original and has space for 2 additional circuits Louie and Lew	
<i>Engine</i>			
	1/27/2007	Check Antifreeze - Fluid level about 1 - 1/2 gals low. Filled and ran engine to 130 deg. And tested to -30 deg. -Larry Spencer Engine ran rough even after warning up -LS	Water Anti Freeze
	8/1/2008	RAILFEST. On last run from Silverton to Durango OIL PRESSURE was lost from 40# to 10#. At Needleton Siding. Thinking we may have spun a bearing I shut #5 down. "ED" We towed it to Durango, and next morning hauled it to Dolores. (Proceeding) dropped oil, pulled filter, sawed into it, no metal or shiny flakes could be found. Pulled pressure spring and relief ball, looked good with clear orifice. Garry Marrifield sent off oil sample. Came back Good. Also no antifreeze could be found in the oil. We filled motor with Rotella SAI 15-40. H.D. OIL AND NEW filter. Started motor., pressure immediately went back to 40# and sounded good ED+;LARRY I RECOMMEND to never use ETHER AGAIN to start the engine. (Wayne Brown idea) as it is widely know in the industry to cause blown head gaskets. ED. Installed tachometer and never run motor over 1000 rpm until water temp starts up. Then never over 2100 rpm at any time. ED. Although running rough with regular maintenance #5 and new plug wires #5 ran in Chama fairly well.	multi comments
	6/6/2011	Hobbs Meter installed on the ignition switch. Located on cowling under the dash on the left of the motorman's seats. Louie Vallejo and Lew Matis	Hobbs meter

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<i>Fuel</i>		
	4/1/2009	Install Electrical Fuel Pump to be used when original mechanical one fails. ED
	8/11/2014	RR Gel filter (Fuel Filter) Car Quest P/N86032 (5/16" nipples) Randell
<i>General</i>		
	6/10/2008	Rec'd used pinion gear taken from Goose #4 and brought back red Engine from CRRM in Golden - Larry Spencer
	6/25/2008	8:00 am loaded on Nielson/Skanska truck and moved to Chama, NM Noon, unloaded at Chama and moved to C&TS Station Larry Spencer
	6/27/2008	8:00 am Loaded on Nielson/Skanska Truck and moved to Chama, N.M. Noon, unloaded at Chama and moved to C+TS Station - Larry Spencer
	4/1/2009	New Tow Bar Built. Larry
	5/1/2009	SKANSKA transported #5 to Golden. #5 Performed quite well and a good time was had by all. Regular Maintenance, no major problems.
	4/1/2010	After many months searching found replacement pinion for #4. Delivered to Karl for #4 as well as new motor gasket kit. Ed + Louie V
	4/1/2010	Installed newly caned seats. Lou, Louie, Dense, Larry and Ed
	4/1/2010	Jerry can be commended for most all of the painting and maintenance of paint on #5. THANK YOU, JERRY
	5/1/2010	Free Rides Group of Gracious People from England
	5/1/2010	Dolores Kindergarten children and their teachers
	5/1/2010	GGHS has given free rides on house track to Boy Scouts of America, Their sponsors and parents.
	5/1/2010	Dolores 7th grade and teachers
	5/1/2010	Dolores 3rd grade children and their teachers

<i>Category</i>	<i>date Entry</i>	<i>Comments</i>
	5/1/2010	Skanska Construction Transported #5 to RR Museum in Golden, CO. A good time was had by all. Upon return trip and extra motor block, clutch assy. And transmission returned to Dolores with #5. A GMC 361.
	7/8/2010	Return to Dolores --- Returned to Dolores Nest (sic) O.K.- Larry Spencer
	8/20/2013	Gas tanks, about 20 gals in each tank after return from Durango and Silverton.
<i>Ignition</i>		
	1/29/2007	Clean and Gap plugs and points Runs a little smoother - rechecked antifreeze (-20 today) Needs Recheck
<i>Maintenance</i>		
	2/2/2008	Compression Test 1 - 75 2- 62 3- 65 4- 62 5- 65 6-?? (Ed. JB) -Charles Purge?
	6/19/2008	Tune up and compressor Tune up parts: Rotor Napa Part #RR83 Rotor (Dist.) Cap NAPA part #RR95 Spark Plugs either Autolite 86 or NGK5858 VRU??? XR4??? Fuel Filter FF3424 Mfgr?
	6/26/2008	Oil Change 10w - 30 and filter Adjust brakes Rear Dif oil change with 80w-90 Gear Oil Repair Gas Pedal linkage Covers put on Throw out Bearing levers Hood and Fender Paint and Varnished side panels over lettering Greased all fittings underside and drive axels.
	7/5/2010	Antonito to Osier - Morning Check: Fluid, Air, Brake, O.K. - Larry Spencer

<i>Category</i>	<i>date Entry</i>	<i>Comments</i>	
	7/5/2010	approx. Date? Power Truck pivot Rear Truck Pivot Oiled generator	trucks generator
	6/16/2011	Grease all zerks. Oiled water pump, starter and generator... Lew	General
	6/30/2012	Complete Maintenance Check Greased all zerks, checked oil, checked belts, checked air system (See below) for additional on air system - Larry Spencer	
	8/13/2013	All Brake shoes and Brake rigging, cables adjustments all OK	brakes cables
	8/13/2013	Changed oil and filter - used about 7 qts. Rotella 15-40 Larry S	
	8/13/2013	air compressor, air hoses pressure settings, brake actuator cans, all checked OK	air compressor, brake
	8/13/2013	Greased all fittings. General Maintenance Repacked rear truck oil cups - Larry S	
	11/2/2013	Serviced front truck. Two bottle jacks used with heavy timbers. To raise front end bolts on left rear wheel were loosened so flange could clear the frame (note: raising front end too high can pinch the vertical exhaust pipe between the top of the cab and front wall of rear section.) Written May 17th by Lew Matis	front truck

Safety

	6/28/2008	Revenue Passenger Run 11:00 am checked and tested air braked system and proceeded to Antonito from Cumbres Pass. All OK after operation check - Oil, brake rigging, belts, radiator, chains and drive train.	General
	6/29/2008	Running Checks - Checked Brakes and water at Lava, Sublet and Osier O.K. Larry Spencer	Running checks
	6/29/2008	Antonito to Osier Morning Checks - Oil, Air system, adjust brakes as needed - Larry Spencer	
	6/30/2008	Antonito to Osier Morning Checks. = Fluids, Air and Brake System - Adjusted Brakes Larry Spencer	
	7/4/2008	Antonito/ Osier (Morning checks) Fluids, Air and Brakes O.K. - Larry Spencer	
	8/1/2008	Special Note: Complete Safety Checks are performed each morning and at the top of each hill before proceeding. RAILFEST	
	6/1/2010	GGHS held several group meetings and seminars about general mechanical and operational procedures with main topic of being aware of everything going on in the environment with SAFETY #1 PRIORITY.	Mission

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6/16/2012	CRRM; Fluid Check and Brake Check all OK - Larry Spencer	
6/17/2012	Fluid and Brake check OK Larry Spencer	
6/18/2012	CRRM Load to Dolores Fluid and Brake check OK Larry Spencer	Maintenance, General
7/2/2012	at Chama, Brake and air system checks system checks - all O.K. Louie V	Safety and Maintenance, general
7/3/2012	Air Horn Repaired	
7/3/2012	System checked: Oil, Belts, Brakes, lights O.K. L.V	
7/4/2012	Chama - C&TS System Checks O.K. Belts, Oil Brakes and Lights OK	C&TS
7/5/2012	C&TS Through 7-7-2012 Bearings, hubs checks and oil and G LV	Maintenance
7/5/2012	C&TS Systems Check - Oil Belts, compressor and Hoses adjusted compressor belt Louie V	C&TS

Trans-Driveline

4/1/2008	Pull transmission install new pocket bearing Ed-Lou	
4/25/2008	Pulled transmission 5 hours - Fly Wheel and pressure plate burnt - Clutch Disk too worn to reuse. Will replace clutch parts including throw out bearing - Larry Spencer	
5/10/2008	Parts order for clutch and rebuild of pressure plate at Cortez Diesel - Larry Spencer	clutch pressure plate
5/27/2008	Pulled Pilot Bearing Replacement Part #303-cc from "Car Quest" - Larry Spencer	Pilot bearing Part Num. 303-cc "Car Quest"
6/3/2008	Assembled Clutch Fly Wheel 90# Torque - Larry Spencer	Clutch and Fly Wheel
6/29/2008	After Operation Checks - Oil, brakes, belts, radiator and chains Note: on today's run, noticed chain noise seeming to increase. They sag as always, but checked OK for function and safety.	Chain
6/30/2008	Last run checks = Fluids, Air system and Brakes OK Consulted 4 different individuals about drive chain noise. General consensus was to replace them. Larry Spencer	
6/30/2008	Running Checks - Brake Checks x 3 and Radiator Filled at Lava Tank ..Chain noise continues to increase, but checks OK Larry Spencer	Safety, Chain Noise, Driveline

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	7/1/2008	Replace drive chains - Purchased 2 drive chains at John Deere. Store in Alamosa and new half links enough to make connections. (10 feet of size 100 chain and 6 half links). Larry Spencer	chain
	7/2/2008	Installed new chains Snug fit chains and test run 2 miles OK - Larry Spencer	chains
	7/3/2008	Adjust new chains. First installation on 7-2 looked too tight so added another half link to each and test run again. Consensus of 4 knowledgeable men that chains were now too loose, so went back to previous configuration, consisting of 10 ft. of chain with 3 half links, no further test. - Larry Spencer	chains
	7/4/2008	Noticed Hot Right Front Wheel Hub on pilot truck.	bearing
	8/1/2008	New Drive Shaft and Carrier bearing Ed-Lou-Larry	
	7/5/2010	Drive Shaft -- During run, noticed increase in noise in drive train. Upon return to Antonito discovered that rear section of drive shaft had been installed out of phase with front (by Wayne Brown last fall). Adjusted but only a temporary fix. - Larry Spencer	
	7/6/2010	Antonito - Osier Morning check: Check O.K. Adjusted brakes - Larry Spencer	
	7/7/2010	Antonito - Osier Morning check: Check O.K. Adjusted brakes Brake Check Extra Brake Check and Adjustment on top of Cumbres Pass for run to Chama - Larry Spencer	
	7/10/2010	Pinion Gear - Removed pinion gear for check due to possible wear from bad out of phase drive shaft. Discovered extreme wear on gear and it had to be tossed! Installed pinion gear from #4 installed,- no more use of ether. Ed, - Ed, Larry, Lew.	pinion gear
	7/10/2010	Pressed zerks Throw out bearing 3 4 U- joints 1 drive line spline	

Trucks

<i>Category</i>	<i>date Entry</i>	<i>Comments</i>	
	11/1/2008	Over the winter of 2008 + 2009 Drive Truck was removed and spent those months in SKANSKA'S SHOP being rebuilt by GARRY MARYFIELD and his crew.	Drive truck
	4/25/2009	Got Drive Truck back from SKANSKA Shop and installed by Larry, Jerry, Lew, Louie, Bill and Ed.	Power Truck
	5/1/2010	All 4 Bearings on Front Truck were removed, re machined, replaced, repacked and replaced, Lew, Louie, Larry and Ed.	bearings
	7/5/2010	Date? Upon return to Antonito, Pulled wheel and found bearing bushing too worn to reuse wheel hub. Replaced Hub - Larry Spencer	Wheel bearing
	11/1/2013	Front truck work continued. Removed bearing bolts, rolled axels out and separated top and bottom of bearings. NOTE: Conductor's Reports had recordings of higher temperatures on this bearing. during 2013 season. Right rear bearing had always run 15-30 degrees warmer than the other three. A shallow groove machined across the top of the bearing was almost gone at edge due to bearing wear. Groove was established using 1-1/2" - 2" fragment of a hacksaw blade.	bearing front truck
	1/1/2014	Front truck re-assembled: according to stamped markings on bearings (FR & RR; LF & :R) the truck was last put in backward as the markings were all opposite. So the truck was reassembled by rotating axels, bearing and truck frame 180 degrees. This kept all 3 components to remain relative to their original configuration, but the truck would be remounted correctly. The one bearing that ran hotter is now located on the left front. It's temperature relative to the other three should be monitored.	bearing front truck maintenance

<i>Category</i>	<i>date</i>	<i>Entry</i>	<i>Comments</i>
	8/11/2014	<p>approx date. Disassembled Rear Axles wheel of front truck. Some even wear on right front bushing was visible. Also the measurement between the spacer on the rear axle was about 1/4" under than on the front axle.</p> <p>Also discovered that on the rear axle the lower part of the right bushings were reversed. Also there was only a small wad of packing in the lower part of each bearing.</p> <p>Reassembled rear axle and wheels of the front truck.</p> <p>Based on the advice from Dart Nielson, the bushings are doing OK. He recommended enough packing in the lower part to bring it well in contact with the axle, which Jack did on reassembling .</p> <p>Also the mismatched lower bushing parts were mated with the correct upper bushings. Jack Hattaway, Lew Matis</p>	
<i>Tune Up</i>			
	6/1/2009	Major Tune up including valve adjust. First time since motor was rebuild by Marcell. Motor now starts good, sounds good, with lots more power and uses less fuel. Ed + Larry	see next records June 29, 2008
	8/11/2014	R&R Air Cleaner (oil bath type) uksed 5w-30 oil. Old oil was brown and tan with water contamination. Joe Beringer	