



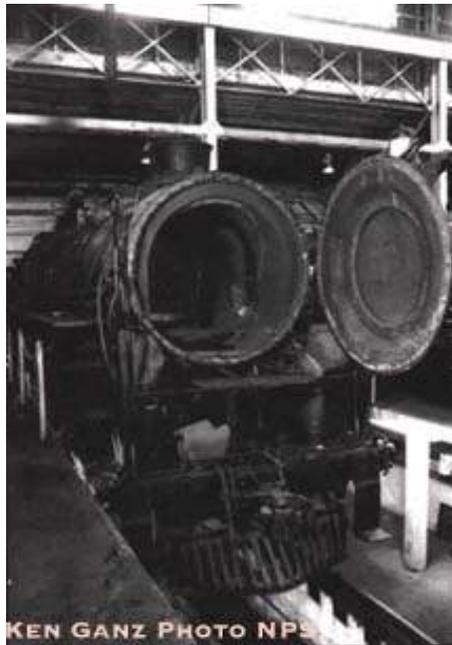
## 3713 Special Edition

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Spring 2000

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### RESTORATION WORK ON 3713 CONTINUES



Boston & Maine No. 3713 with smokebox door opened, showing tubes, draft gear and flues removed (10/1/1999)

### B&M 3713 RESTORATION WORK PROCEEDS

The Boston & Maine 3713 Restoration project has continued since June, 1999, with major portions of the work continuing as you read this newsletter. Work began with the disassembly and cataloging of the parts by the shop workers at the Steamtown National Site. Once this was completed, the L&WV Chapter hired a contractor, at a cost of \$25,000, to remove the asbestos from the locomotive.

During 1999 our contractor completed approximately 1273 hours of work, with an additional 586 hours approved for continuation of the boiler restoration. The work is made possible by continued donations that have been received from people who have responded to our fund raising drive, and by visitors to the Steam town site who have contributed money in the various donation boxes.

The locomotive is currently being restored at the shops of the Steam town National Historic Site in Scranton, Pennsylvania. When you visit Steam town, find out about the free shop tour, and see for yourself what has been done. If you have made a donation to the fund drive, see what your contribution has helped make possible.

*Preserve the CONSTITUTION*



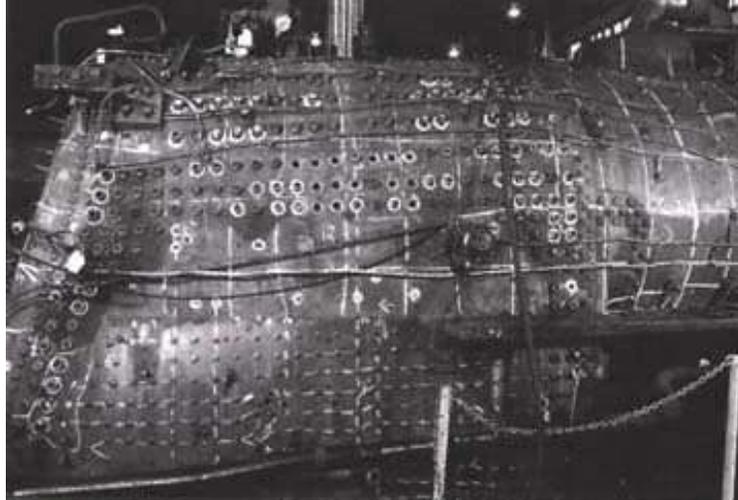
Photo by George Currey

**Help restore Boston & Maine 3713**



**Overall view of engineer's side of B&M 3713 showing cab removed with staybolts visible.**

**[ 10/1/99 ]**



**Close up view of boiler showing process of identifying and removing staybolts.  
[ 10/1/99 ]**

**Detailed explanation of work being performed on Boston & Maine 3713, with the status of each task that was or is being completed.**

### **1. Draft Equipment**

Remove in a manner to allow for inspection, reuse or as patterns for making new material. Includes replacing in-kind any work out or eroded parts. Work will also include verification of parts from drawings or making sketches for future reference.

**COMPLETED**

### **2. Superheater Units :**

Remove in a manner that will allow for the least damage to each unit or header joint seat. Minor repairs to include replacement or tightening of no more than 20 bands or supports.

**COMPLETED**

### **3. Removal of tubes & flues :**

If tubes or flues have any safe ends, they (subject to inspection) will not be reused in this boiler.

**COMPLETED**

### **4. Clean up tube sheets, minor repairs, etc. :**

Chipping, grinding, or welding of: beads or weld seals, radius edges of tubes and flue holes, repairing of any cracked bridges or torch "nicks" and grinding sheets reasonably flat (sheet hold roll out)

**COMPLETED**

### **5. Cleaning & testing of superheated units :**

40 Elesco type superheater units to have ends cleaned to permit hydro testing.

**COMPLETED**

### **6. Removal of American Multiple front end throttle parts :**

To determine required repairs. Remove all parts with as little damage as possible.

**COMPLETED**

### **7. Relieving of siphon necks at throat sheet connection :**

Cut or remove old weld from siphon with cutting torch or air arc torch, allow siphons to assume relieved state, grind surfaces for weld prep and weld with E-70 18 rod.

**COMPLETED**

### **8. Removal of flexible staybolt caps, sleeves and staybolts :**

Including work (removal of the remaining flexible staybolt caps) that was scheduled for Rail Camp project which took place during July, 1999. Any remaining caps, bolts and sleeves are to be removed. After all material has been removed, quantities of caps, sleeves, bolt sizes & lengths are to be determined. Steam town will develop the necessary sketches required for quoting purposes.

**COMPLETED**

## **WORK IN PROGRESS**

### **9. Additional work to be performed if time or money is available :**

Superheater unit bolts & nuts to have threads chased. Bolts will be cleaned up and NDE tested prior to chasing threads and reheat treated as necessary. Nuts to be heat treated if torch heated for removal. Steam town will be responsible for the heat treatment. After testing, superheater units are to be straightened, loose clamps or supports must be properly located and tightened or replaced with new clamps or supports as necessary. Steam town will supply replacement bands or supports. Unit ball end seats are to be polished or recut as necessary to provide for tight metal to metal joint. Ball end washers are to be loose and not frozen to ball ends.