

FULL STEAM AHEAD!

WORK ON THE GRANITE ROCK NO. 10 continued throughout 2014, although there were occasional interruptions in the first half of the year.

As of September 2014, fabrication of the replacement water tanks was complete, with application (by an outside contractor) of a rust-resistant coating inside the tanks the only step remaining. A protective coating was applied to the boiler's interior, and installation of boiler tubes then proceeded in September and October. Prior to tube installation, the tube holes in the firebox and smokebox tube plates were inspected and dressed. This ensured a steam and water-tight fit when the tubes were installed, expand-



ed, and then seal welded.

As the 2014 holiday season approached, work shifted to completing final touches on railroad equipment required for the Polar Ex-

press Train Ride event. This popular but lengthy event also requires the ongoing oversight of mechanical crews, with any potential issues needing to be addressed immediately. Even with all this activity, fabrication of staybolts for Granite Rock No. 10 (these special threaded, hollow screws hold the firebox sheets in alignment when they are under pressure) was under way during the holidays. Machining and installation of the staybolts

in the locomotive's firebox was completed in late January.

Granite Rock No. 10 successfully passed its "hydro" test (a pressure test conducted using water pressure only) at the end of February 2015. With this Federal certification step addressed, Shop crews turned their attention to reassembling the locomotive. New refractory was poured in the firebox, and piping and appliances put back in place. Insulation and jacketing plus newly fabricated water tanks were installed in mid-March. Full completion of the Granite Rock No. 10 was at the end of March 2015, with a short break-in/training period. The Granite Rock No. 10 made its grand Public Debut the weekend of April 11-12. Full Steam Ahead! ■



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