

Mechanical Department Report

March 13, 2020

Acting CMO DS Elems

Unfortunately not much has happened in the last four or so weeks in regards to mechanical work. We've all been pretty wrapped up with ongoing work to the archives project. We did manage last month to get SP2873 almost completely through the annual inspections, to the point it would be ready for a run with the rotary plow set. Unfortunately things have been warm and what little snow we've gotten disappears quickly. This is supposed to be quite a storm coming in this weekend though, but regretfully we have other too much other stuff going on to try and fit in a run while there is still snow on the ground which will likely be gone by the end of this next week.

I've gone through all the M1001 forms I could find in the Operations Office and sorted them out, keeping only the ones from the last year or so. All the old forms were reviewed and most all of them were disposed of. I plan to keep the M1001 forms on hand for a minimum of 365 days, and I they should be placed in the Ops. Office when the respective unit is shut down for the day. Updated instructions are being worked on for the latest version of the form, which will be printed on either light teal or light green paper this season. After next week is over I hope to return to my planned maintenance schedule; prepping the fleet, cleaning the shop and the mechanical corner of the office. I'll post the maintenance schedule at the end of the report as I've done with past reports.

SMPW 208 & 8221

This winter proved to be too warm with the only meaningful storm coming in too late to be of any use in operating the rotary. Luckily everything is ready to go and the plow set only needs some basic startup checks to be put in service, and should be ready for the 2020/2021 winter with minimal effort.

Maintenance Work

The full list of locomotives I plan to work on this season will be listed in order at the bottom of the report. I'm paring things back this season for several reasons. Firstly I'd like to try and maintain some focus on certain pieces of equipment to get through each one as thoroughly as possible before moving to the next so as to keep our limited resources from getting spread too thin. Secondly, I expect we'll be having some difficulties with volunteer travel this season, for reasons that I'm sure will be discussed at length this BoD meeting. These factors also lead me to believe that we'll be having a difficult season with a lack of visitor ship affecting locomotive rentals and train rides.

To that end the need to push ourselves to maximize the number of operating locomotives would be senseless. I'd instead like to focus on the locomotives currently operable and the locomotives that were pulled from service pending minor repairs, namely 707, and finally the locomotives currently being worked on; 501 and 512. I'd also like to try and get the electrical issue with WP731 evaluated, since it is supposed mainly a matter of getting the remaining wiring

hooked up to the reverser, and the work will be of little impact to the rest of mechanical work that will be going on.

- **WP707:** Currently 707 needs new injectors, a project originally slated for last season which we chose to put off in favor of getting WP1503 back in service. Additional parts may need service such as the airbrakes, specifically the feed valve. Once back in service 707 will help take some of the strain off SP2873.
- **WP512:** We haven't had the time to continue the evaluation of 512 since other projects have taken priority this winter, but I plan to resume our efforts once the annuals are finished on all the serviceable locomotives. Once operable 512 will take the strain off QRR1100.
- **WP731:** To the best of my knowledge, 731 had a problem with the reverser which was fixed but needs to be wired back up. This will need to be evaluated and should that be all that is needed then it should hopefully prove to be a quick and simple matter to get 731 back to an operable status. It hasn't run for quite some time, but should hopefully be able to operate with minimal effort for a season which would take further strain off SP2873. Ultimately it will need all new injectors just like all our EMDs, but the extent of any injector leaks is currently unknown. An oil change would also be prudent.

Non Locomotive Work

Some of you may have already heard, but the green Dodge, brown Ford and the firetruck have all been pulled from the insurance and had their registration with the DMV changed. Currently they all need bit of work and are currently out of service until later this spring. When we get a chance we'll look over the pickup trucks and establish what work needs to be done and hopefully have them both in service by the end of April. I'd like to remind everyone that even if you get the Ford started it is not to be taken off property for any reason.

The forklifts are currently in dire need of work. Big White manages to soldier on in spite of everything and will hopefully last until we can get the Yale back up and running. The electric forklift needs a new battery and a new rear wheel; emphasis should be placed on getting a battery. Currently the electric lift is listed out of service and no attempts should be made to use it unless you've been instructed on how to deal with the weak battery; such individuals have received the requisite emails.

This Month & Beyond

We pretty well have our plates full for this month, but with any luck we'll be able to get back on track for the last week of March. While I do expect that we'll have a slow season this year I hope that it will allow us to be able to get some much needed work done on our equipment and around the site.

With any luck we'll be able to blitz through the annuals on the remaining locomotives and get to work bringing a few new ones back into the fleet. Here's to hoping for some decent post-work reports in April's report.

Inspection & Service Schedule

The current rotation of locomotives through annual inspections and return to service in order is as follows, effective dates are non-projectable:

1. SP2873: Complete final items for annual inspection. Radiator work later in season if possible.
2. WP2001: Full annual inspection.
3. QRR1100: Full annual inspection.
4. WP707: Change injectors, full annual inspection required. Feed valve may need work/repair/replacement.
5. WP512: Ongoing concurrent project. Continue evaluation, full annual inspection if evaluation goes well.