

Mechanical Department Report Board of Directors Meeting: August 11, 2021 DS ELEMS - Mechanic

Things picked up a bit last month and we've started making some progress on 2873. I've also been procuring parts and supplies for our fleet. We just finished up another successful work session on WP165. With any luck we'll be able to keep the pace for the rest of this month.

CABOOSE FLEET

So far, the servicing seems to have paid off. UP25283 still seems a little slow to release during the initial morning terminal test but gets quicker afterwards. I'll look at pulling the brake piston cleaning and lubrication at the end of the season. MP13878 got a "new" air hose installed today on the b-end, the old one had a tear in the outer rubber into the thread reinforcement. Habeck has been talking about fixing the signal whistles on MP13878 and SP4706.

Water Cars: WPMW1577 & WPMW1583

I've been looking for equipment and parts for outfitting the water cars into fire service. An initial estimate for cost is in the \$6000-\$7000 range for full servicing and repairs, valves, pump, spray nozzles, hose and piping, walkways as well as new paint. I expect we can fund through the appropriate departments such as restoration, safety etc. but that will need to be discussed further. As the equipment additions and working modifications will be fairly minimal. I've proposed to the restoration manager that the cars be repainted into the last MoW scheme they wore; 1577 in all black and 1583 black with a silver dome. Other schemes thrown around recently included all silver or all red on both cars. A basic price breakdown for some of the items/equipment looked at so far:

- Monitor nozzle: \$660
- Two air actuated 150-degree spray/fan nozzles: \$300
- Two air actuated 3" NPT shutoff valves: \$290
- High flow high pressure water pump: approx. \$900
- New metal nonslip walkways: approx. \$1286 for 12 pieces (six per car)

SP2873

I ended July with getting the air brakes inspected and filters/separators cleaned. The primary fuel filter housing was reinstalled in the engine and a filter installed and all plumbing hooked back up; the line from the housing to the pressure relief valve needs to be replaced. Ethan Doty and I lubricated the radiator shutters and linkages and manually actuated everything to make sure it was all free. The rusted hole in the water tank has been patched, the tank needs to be flushed out before the water lines to the pumps get reinstalled.

The issues with the rear radiator shutters have also been resolved. The control magnet valve leaked in both positions so the feed line to everything had been shut off. I rebuilt the magnet valve, and found that the rear air actuators were also in need of work. The left side actuator was rebuilt with a new piston cup, and the right side needed lubrication; I'll fully rebuild the remaining three actuators in the fall.

By the time of the BoD meeting I expect to have the new engine air filters installed. There are some oil leaks over the generator that need to be traced, I suspect the hoses between the blowers and oil separator.