

were, and the leaky water pump isn't so bad as to keep us from performing the running inspections as we move forward though it does leave quite a mess in the shop. So far, the top deck inspections for the annual inspection packet have been completed as have some testing and verification of various systems while the engine was running, and we were able to trace down some of the troublesome oil leaks from the past several years, some of which have gotten worse as the old failing seals dried up over the last couple of years. The worst of these is the drain tubes in the bottom of the over-speed trip housing, as evidenced by the oil flowing down the front of the engine block. I'd prefer to deal with this before placing the locomotive in service. I'm currently trying to find the proper part number for the gasket kit so I can get a price quote.

If one looks through 2873 they will notice lots of new sage green (satin moss) paint; this isn't merely a cosmetic beatification or "repairing with paint" but represents about a third of the work that has gone on these last two years. Everything with green paint has been cleaned and inspected (often requiring testing), serviced, replaced, or otherwise underwent some sort of major work and most items required removal from the locomotive. These components range from the air brakes to the oil and cooling systems.

In addition to the locomotives and the shop, a lot of attention has been paid to a variety of equipment with a huge shout out to Roger Stabler. Other than some tweaking to the bend of couple of blades and the issue with the hydraulic pump at certain RPM's, the ballast tamper has been gone through and seems to be working quite well. Roger and I worked on ballast car WPMW 10760, which now has a serviced handbrake, a fourth (and final) operable door and a repaired trainline. The many leaks on the backhoe, both new and old, have been mostly repaired; there are some hydraulic lines that will come due sooner than later and the issue with the seal between the gearbox and torque tube that remains.



*New roll up doors on east end of shop being installed on August 5, 2022.*

*- Photo by Roger Stabler*



*New Roll Up Doors on East End of Shop After many years of being out of service, the doors on the east end of the shop were replaced August 1-4, 2022.*

*- Photo by Paul Finnegan*