

Mechanical 11/2017.

My part of the mechanical department report goes as follows.

The *Uni Mog* has been worked on for the last two months and the following work has been performed. Install new water pump, new water reservoir, battery. The fuel system was purged of air and the diesel engine was started. The vehicle was run for one hour to warm up and a leak at the top of the radiator were found. The radiator was removed from the vehicle and sent to A1 Radiator for repairs. Additional leaks were found and repaired. Director C. Spikes has the bill for the repair.

The vehicle still has some repair issues that keep coming up right after I fix one I find another. The tires are a big issue. The two front tires are bald and very weather cracked and must be replaced if the vehicle is to be put into service. I have provided a copy from Les Schwab for your review. If for some reason the quote is not available I will quote it now. Two 12.5R-201/2 XL Traction tube type tires \$850.00 each plus service unit to the Museum to mount of \$105.00 per hour. Three days advanced notice to acquire tires from Sacramento.

With that said, the unit will not be available this year for snow removal. Besides those mechanical issues a rigorous training program must be scheduled and adhered to before anyone uses the unit. If someone is not familiar with the 20 speed transmission shifting pattern they may burn out the clutch and those type of repairs we are not able to accomplish at this shop.

The *Back Hoe* needs various hydraulic rams repaired and at least one rear tire. Additional mechanical help will be available soon to assist removing the leaking rams and if not possible to repair in our shop. If not they must go to a reputable hydraulic shop in Reno. The real reason for the hydraulic repairs is that we used 8 5 gallon cans of oil. The oil leaks out as fast as you put it in. As for the tire Les Schwab quoted for one 17.5-24/8 Industrial tire for \$546.90 plus Service unit employee to mount, \$105.00 per hour.

The *white fork* lift has the steering ram leaking again. Repairs should be scheduled this winter and completed before spring. As well as the white fork lift it might behoove us to complete the steering ram repairs on the big *yellow fork* lift also.

It has been discussed that we try to remove some of the radiators in our locomotives this winter and send them out for repairs. This would require the use of the shop space under the overhead crane. Depending on the cost of each radiator repair this may take us far into the summer to complete. This would hamper the completion of the 165.

Just a few problems: C.M.O.