

MECHANICAL REPORT

- John Buberniak, CMO and Seth Adams, AsstCMO

This year should be a good one for the mechanical department at WPRM. A couple new locomotives are scheduled to be put online from our deadline this summer. Western Pacific 731, a GP9 built in 1955, has been sitting idle for 15 years. As I write this, the locomotive has had a rebuilt water pump installed, various electrical items cleaned or replaced, some minor water leaks fixed, and we are just waiting for the batteries to get charged up. It is hoped that when started, there will be few unknown mechanical issues that crop up. I'd like to personally thank Bill Parker, Charlie Spikes, Duane Vanderveen, and Steve Habeck for their time on this project. Hopefully in the next issue I'll be able to report that the 731 will be running smoothly. WP 731 is one of two WP GP9s in the museum collection. Only one other, on display in Elko, NV, survives.

The second project this year is the Quincy 3. The 3 is a General Electric 44 tonner built for the Quincy Railroad of Plumas County in 1942. The locomotive is an important artifact to Plumas County in that it has never left the county, except to receive repair in WP's Stockton shops and to run on the revived Virginia and Truckee excursion line a few years ago. Norm Holmes painted the locomotive 2 years ago in its silver and blue paint scheme. It is hoped the 3 will be used on the caboose train to help reduce fuel expenses. Again,

thanks to Charlie Spikes and Duane Vanderveen for the time they've spent on this project.

Plans this year also involve cycling the RAL locomotives through the shop for annual inspections, getting the blue cards on the road locomotives put back into date, and getting the WP 917, one of our F7A streamlined locomotives, operational for the RAL fleet, after its 2 year hiatus following a failed oil cooler.

Other less noticeable but still important changes occurring in the Mechanical Department involve a variety of forms, record keeping, and policies. New locomotive inspection forms based on those used by UP have been issued. There have been questions asked as to why there are no air brake readings on the new form, and there is a planned release of a revised daily inspection form to include such information, and delete the unnecessary fields.

Each locomotive also now has a running file of all the work performed on it, parts used, and the mechanic performing said work. Any person performing maintenance or other work on a locomotive is asked to fill out a Mechanical Department Volunteer Log and to drop it off in the CMO box. I will update the running file myself from the volunteer logs. We are also in the process of organizing our large number of locomotive parts as well, including new storage, segregation and inventory tracking.



Quincy 3 is slated for a return to operation this year. - Mike Mucklin photo