

Feather River Rail Society

Agenda Report

DATE: February 5, 2001
FROM: CMO Stiles
ITEM: Directors report
SUBJECT: Mechanical report

Rio Vista

All equipment has been inspected and is good to go with the exception of the "B" unit, the MRS-1's and the WP712.

The "B" unit needs packing cups for three of the brake cylinders. Cups were ordered from Wabco and had to be manufactured, as they don't stock them. The cups are being shipped to my house and should arrive the week of Feb. 7th.

I have been informed that there is a possibility that the MRS-1's will roll on their own wheels. This means that they will have to be inspected also. Their condition is unknown at this time, but a close inspection will have to be made especially of the journal boxes.

The WP 712 has an air leak in the compressor and the compressor will be isolated for movement.

Silver Plate

I want to talk to Dennis Daughty at CSRM. I was informed that the Silver Plate would require replacement D-22 brake valves (service and emergency portion) and a relay valve. I will have to secure cores to have rebuilt as the originals were condemned by Pittsburgh Air Brake. Also we will have to replace all of the air hoses on the car as they are armored hoses and they will not pass inspection for interchange. Wheel, running gear and draft gear inspection will be done. After passing a single car air test it should be good to go.

I have been in touch with Joe Neemer at Jamestown (George Sapp is on vacation) and made arrangements to go and work on the car after George returns from vacation. On this trip I will work up a plan with the Jamestown People to switch out the car when the time comes.

80 Tonner

While at CSRM I inspected wheel sets they have on hand for this engine. Wheels are in good shape. One axle has a crack and is commendable. All wheel sets have AP bearings on them with the boxes needed for the conversion. AP bearings make this unit interchangeable and more valuable.

This unit has the Cummins model L-1 engines with are expensive to repair (parts) and make the unit much less desirable.

WP 512

As soon as the weather warms up work will resume on re-profiling the wheels.

The fuel injection system needs some attention. Numbers 1 and 2 cylinders are not firing as strong as the others are. This is either the emitter or the pump.

WP 501

Work will resume this spring. I have not heard from Dave Mc Clain and I expect him and Dwight to continue with this Project.

Project plan is in the works and should be ready for project startup.

Respectfully summated

Hank Stiles