

Mechanical Department Report

February 8, 2019

Acting CMO DS Elems

There is not much to report for this month. While expected that my work and school schedule would be the biggest obstacle the real problem has thus far been the weather. Eventually I'll have to hammer out a work schedule but not until after this current storm line up that looks to hose things up into next week.

At a minimum I hope to get started on pulling the diner and baggage car from the shop when the weather next cooperates to facilitate the shop clean up. I expect it will be march before we ever put 1100 of 2873 in the shop. At least the weather delays will hopefully allow me some more time here at home to complete my tool making and auxiliary parts repairs so everything will be done for the work sessions.

On the note of locomotives and servicing, my list from last months BoD report still stands. I'm continuing to evaluate possibilities and probable logistics for getting USA 1857 back in service so we can at least have two Plan A locomotives again. Of course that also depends on how 1100 fairs once the season starts, assuming of course nothing of consequence is found during the annual inspection.

There are also some safety concerns that bridge over into the Mechanical Department. Namely forklift and hoist training, as well as the addition of fall arrest and prevention in and around the shop. I'll delve into greater detail on the how and when in my safety report, and the why should be self-evident. I'm also still consulting with a couple of safety instructors and advisors at and through the college on things as well as continuing to consult both federal and California OSHA regulations to see what does or doesn't apply to us, what people would like to see, and what we should realistically have installed as a point of operational precaution.

Firstly, I believe we still hope to get the forklift training and certification started this season, which comes into play here since I expect the department will be making heavy use of all our lift trucks for the next several months. As such I'll probably be working with Bil Jackson and Ethan Doty on getting the forklifts and the backhoe properly set up with all the needed ancillary safety appliances such as working horns, reverse alarms, headlights and beacons, as well as the necessary labeling for operational controls and operating precautions.

Secondly, fall arrest and prevention in the and around the shop, with emphasis in the shop since at the moment there isn't much we do at height outside of the shop; exceptions being opening and closing the roof vents and working with the man lift. The latter will fall into multiple areas of training because of it's use with the forklifts. My main concern at the moment is the lack fall prevention or fall arrest in the shop above the west end of the shop. We have worked in the past and will especially be working this season at height while working on top of the locomotives, and with this years anticipated projects I expect a lot of work both on top of the locomotives, use of the man lift and possibly the use of scaffolding. To that end I'd like to try and get a solution in place at least above west 1 rail in the shop prior to major work beginning on the locomotives this spring. The ideal time would be while the shop is still cleared out following the shop bay reorganization. I'll have several proposed solutions in my safety report.

Finally, I was hoping to get some things taken care of earlier this week such as getting the oil samples I took from 1100 last month analyzed and the up-to-date price quotes for the EMD 567 series of diesel injectors. Suffice to say that never happened. The current storm may effect service with H&K since they are up in Seattle which is set to get hammered, so I'll send an email request on Monday for injectors and power assembly components. Once I get the injector quotes I can start to plan the work and training for 707 as well as an update to the 917 project.