

Mechanical Department Report
May 14, 2020
Acting CMO DS Elems

There isn't much to put in this months report as things have been rather slow on my end. Things are still moving along though, although I've been getting over to the museum far less often than I'd like. When at the museum I've been trying to split my time between locomotive maintenance and prepping the plain bearing equipped rolling stock we have for the big switching moves we have planned in the next couple of weeks. Currently I'm working on getting some pipe fitting seals for SP2873 and completing the pit work on WP2001.

Once all the switching is done I hope to be able to start working on some shop clean up and reorganization in addition to locomotive and vehicle repairs.

Maintenance Work & Scheduling

With Ethan Doty's help we've got the journals on most of the plain bearing equipped cars topped off with oil and inspected, with a few boxes needing some attention before they can be moved due to being heavily soiled or full of water. We still have to do the cars on back RIP tracks, and there are a handful of cars that will need to have the boxes lifted so oil can be applied to the brasses and bearing surfaces of the axles because it's been so long since they've been moved (danger of scoring the journals); same reason we prelube the engines at the start of every season.

Once the pit work and electrical cabinet inspection is completed on WP2001 it will need to be prelubed and have a quick airbox inspection and a basic once-over, and then it will be released for service to be used as the second engine for the big switching moves. Once we've gotten things pretty well moved around and we don't need a second unit, or if 2873 leaves the shop in time, we'll finish the rest of the annual inspection items.

SP2873 is undergoing work on some final items, namely dealing with some minor albeit persistent water leaks to the water lines just ahead of the pumps and a hole that has been slowly rusting through the bottom of the water tank. If time allows I may try and tackle the rear right radiator leak this season, but that particular item is still pretty low on my work list for this year; should I get to it though it will factor in to planned work on the bad radiators in 2001.

I'm not sure when I'll get to 1100, as it continues to soldier on with only the usual issues. 1503 will be due for the annuals at either the end of June or early July. With some luck I hope to get back to dealing with WP512 by early July.

Non Locomotive Work

Plans are being worked on for the non-rail equipment. A new battery for the electric forklift should hopefully be arriving soon. I also expect start work on our two gas powered forklifts. The white forklift will be getting some new springs in the near future, and the piston rod for the Yale's steering ram is back. A big thanks to Roger Stabler for getting it repaired.

The two pickup trucks are also working their way to the top of the list. I hope to start getting some work done on them by the end of the month if possible.

This Month & Beyond

I'm focused on getting things ready for all the switching that we planned for this month, and once that's over I hope to start scheduling a lot more work on the vehicles when the west end of the shop is free of locomotives. I expect to have a better idea on everything by the next BoD meeting. Overall there haven't been many changes since last months report other than things dragging on longer than I'd anticipated.

Hopefully by the time of this months meeting/conference call I'll also have some updated price figures for some of the necessary parts for a few of the previously planned projects; namely injectors and air brake valves.