

Mechanical Department Report

June 5, 2020

Acting CMO DS Elems

Things continue to progress around the shop. We've managed to get things moved around on Dodge Pole Siding and the Inside Balloon as well as 5, 6 and 7 Rails. So far WP2001 and WP 1503 are operating as expected with only some minor new issues found when 2001 was put into service. We also ended May with the small work session on WP165, during which we had quite a lot of work on multiple projects.

This week I've started cleaning the west end of the shop out, starting with the south wall. As the junk moved to the dumpster and some of the tools and parts were consolidated together things really started to shape up, and I hope to keep the clean up going throughout the various other projects. My end goal is a less cluttered shop space with optimized storage and work spaces. With Ethan Doty's help we've installed the first of the LED bulbs for the main shop lights in a trail run; we're still trying to decide which wattage bulb to outfit the majority of the shop with.

Next week will likely see some time shifted to work outside the shop and locomotives, namely the continuation of brush clearing, MoW work etc. I'll probably cover some of it in greater depth in the Safety Department report as the clearing of brush and other such work lends it self better to that department. Regardless, it is critical work that must be completed.

Maintenance Work & Scheduling

Work on the locomotives has continued to be slow as we've been working on other projects with our limited resources, but that is nothing new for these last three months and I'd rather people stay safe and stay home; we are handling the current circumstances quite well all things considered. For the moment I haven't been worrying about any set scheduling or projects since time is one of the few things we seem to have in abundance at the moment, and my own schedule for getting to Portola from Reno have been sporadic.

As for ongoing maintenance work, I hope to resume work in a week or so with SP2873 when some stuff I've ordered comes in. Once the bulk of the switching is over or 2873 returns to service, 2001 and 1503 will need to be run through the shop for their annual inspections which are due this summer, but for the time being that isn't a major concern. Once I get the shop cleaned out a little more I'll start planning for the work on 707, at the moment I'm aiming for mid or late July.

Non Locomotive Work

Part of my plan for this season is the wholesale cleaning of the shop, one half at a time as well as well as the machinery, welding, west end and wash bays and the tool room. In the last several years we've made good progress on cleaning out the parts boxcars, and all the parts that got dumped along the south wall of the shop can finally be put in proper storage. There are a great many tools stashed along that wall as well, ranging from gardening tools, to farm

implements, to railcar and locomotive tools; these will be relocated to more appropriate locations.

Aside from shop cleaning and locomotives has been the usual need for work on our vehicles, and I'm glad to report some progress in that area. During the end of May while they were up to work on WP165, Roger Stabler, Hank Stiles and Mike waters got the steering ram back together on the Yale forklift. While the "new-old stock" seals that we had acquired turned out to be more old than new (shaft seals and wipers cracked in-half during installation), the ram leaks far less than last summer and the steering a far cry better than two and three years ago when it had the tendency to uncontrollably veer off course.

The new battery for the electric lift seems to have been delayed and wont be shipping from the factory until June 8 (this coming Monday), and we hope to have it delivered sometime next week. Also arriving next week will be the new drive tires for the backhoe. I hope to get the new springs for the white forklift dealt with at the end of this month.

With some luck we'll hopefully finish off this season with getting some work done on the two trucks. With our current progress I'm optimistic that we'll start next year off with our vehicles ready to go.

This Month & Beyond

As mentioned above, we're taking things one day at a time, and I expect we'll be continuing to do so for quite some time. Once we start focusing on the locomotives again I hope to get back to the previously scheduled maintenance rotations.

The main priority in the short term will be the injector work on WP707. As time allows I hope to do an evaluation of WP805-A for possible work later this fall, but I'd rather not make any guarantees on that at this time. There are also the radiator leaks on SP2873 and WP2001 to be considered. The leaks have been heavily discussed in recent weeks, and with the current state of this season it may be feasible to address the leak on 2873 and one of the many leaks on 2001. The advantage to not having the public around means that such heavy lifting and overhead work can be done much easier without the need to cordon off half the shop.

At any rate, we'll continue to be working at the museum. If we can keep up our current work pace I expect that we'll come into next year in good shape.