

August CMO Report

–Bil “1L” Jackson, CMO

Well another summer has come and gone and our caboose and RAL season is about to end. Since my last letter we have completed a lot of good work.

The SP4706 caboose has been completely stripped of the graffiti and repainted inside and outside by Ken Chapin with the help of Matt Parker and Ethan Doty. The paint colors were matched to photo graphs obtained from the internet. We tried to keep the original scheme. Some inside murals were kept intact for nostalgia. The windows were removed by Steve Habeck with the help of David Elems and myself. After new window glass was obtained the frames were repaired and painted by Steve and the installation was completed by Steve, Ethan, Burr Wilson and myself.

The WP2001, WP707, WP805 WP1503 were all set up and running for the media day and used successfully for that occasion. What a show that was and you can watch it on our web site at wplives.org.

The 1857 is still in process of being completed by David and myself. Tools have to be made and used to remove the injectors for inspection. A new pre-lube oil system is to be installed and parts obtained for completion. This new pre-lube oil system will ensure proper lubrication of upper and lower crankshaft bearings. This is

what is done to the EMD and GM engines in the spring before they are put into service. Those pre-lube systems were installed at the factory and upgraded with hydraulic fittings for easier accessibility last year.

Yesterday a surprise visit from Rodger Stabler, he arrived to fix the Derrick. He brought the starter back which we have been waiting for 6 months to see, and installed it. With the help of a half case of wasp spray he was able to obtain access to the interior and lube the pulley's and cables, not to mention how many tubes of grease was needed. He drained some more water from the fuel system then checked the oil and radiator water and electrical system. After charging the batteries again he was able to complete his work. The unit started right up and he began testing the various systems for proper function. All is well and he will be providing his expertise in the proper use and operation of the crane. The crane is to be used again to assemble the water and oil tanks to the WP165 tender.

The seat backs on the Rio Grand caboose that have an embossed logo on them were placed into the CMO car for safe keeping. New seat backs were constructed by Barbara Jackson and installed by D. Elems and myself. They match the caboose and look original. We hope to be able to repair the seat bottoms and various cushions in all the cabooses this fall. This will require the approval from the board. Well that's it for now see you in the spring.

**Fritz on the Job**

Fritz is seen here discussing with "Burr" Wilson the finer points of the handbrake assembly from the Fairbanks-Morse 1857 (seen in the background). The handbrake assembly is in need of some work to ensure optimal operation.

Bil "1 L" Jackson and Fritz have been working steadily on the inspection and maintenance of the 1857 which needs special tools machined to easily removal of injectors for inspection purposes.

Photo by Matt Elems