

Mechanical Update 6/30/20

DS Elems, Act. Chief Mechanical Officer

Things have been fairly slow in terms of actual locomotive maintenance for the past month. In light of all that is going on, we've been taking things easy and one day at a time more or less. The last real equipment maintenance that we focused on was the servicing of the journals on the plain bearing cars that are rarely moved, which was done to facilitate the rearrangement of the yard this season. On that note, there are still a few cars that need to have the bearings dealt with, which we've saved for last as they'll require a near complete servicing prior to any possible movement. I'd like to give a shout out to Ethan Doty for all the help he's been in walking the strings of cars with me to inspect and service everything.

More recently my time has been spent in the shop, where I've been cleaning and scheming. The state of the shop and work environment hasn't been what it could be and the current closure status of the museum has allowed for me to actually take on such a bear of a project. The lack of visitors, train operations and just a handful of personnel means that we don't need to keep everything cordoned off. Moreover, there are some projects that I've slated for this season that would be made much easier with a clean organized shop, which only bolstered my decision to focus on the shop prior to taking them on.

The overall plan is to start on the west end of the shop and work my way east. As of this



Phil Schmierer seen at the end of the day of tree trimming checking out the progress of the cleaned and organized shop. - 6/24/20

- photos by Greg Elems

writing, the southwest half of the shop has been cleared and only a few stubborn grease and oil stains remain on the floor. I've also started clearing the old welding bay, the northwest bay that houses the CAT D17000 engine, and begun organizing some of the parts and supply boxcars to receive some of the parts and specialty tool overflow while the shop is cleaned; it's like one great tile puzzle. Once I get a little more stuff cleared out of the west end of the shop I'll be taking advantage of the open shop space to haul out and reorganize the tool room and fastener/piping bay. A lot of stuff has been dumped in the tool room that doesn't belong there, and the organizational set up in that space has largely been ignored for the last five years leading to the loss and misplacement of tools and supplies.

While this is all going on, we will be replacing all but the south row of shop lights with new LED bulbs, which will cut the power requirement for shop lighting down 50-60% from what it has been in the last few seasons.

The next locomotive project will be the replacement of the injectors in WP707, which will be made easier with what I expect to be a clean and organized shop. In the meantime, stay safe and healthy; we're eager to see you all when the museum reopens and we resume operations.

