

Galloping Goose No. 5 Maintenance Log

DATE	JOB	REMARKS	NAME
6-30-08	ANTONITO TO OSIER MORNING CHECKS	FLUIDS, AIR & BRAKE SYSTEM - ADJUSTED BRAKES	<i>[Signature]</i>
6-30	RUNNING CHECKS	BRAKE CHECKS X3 & RADIATOR FILL AT LAVA TANK	<i>[Signature]</i>
X X	—	CERTAIN NOISE CONTINUES TO INCREASE, BUT CHECKS OK	<i>[Signature]</i>
7-30	POST RUN CHECKS	FLUIDS, AIR SYSTEM & BRAKES OK	<i>[Signature]</i>
X X	—	CONSULTED 4 DIFFERENT INDIVIDUALS ABOUT DRIVE CHAIN	<i>[Signature]</i>
X X	—	NOISE. GENERAL CONSENSUS WAS TO REPLACE THEM.	<i>[Signature]</i>
7-1	REPLACE DRIVE CHAINS	PURCHASED 2 DRIVE CHAINS AT JOHN DEERE	<i>[Signature]</i>
X X	—	STORE IN ALAMOSA AND NEW HALF LINKS ENOUGH TO MAKE	<i>[Signature]</i>
X X	—	CONNECTIONS. (10 FEET OF SIZE 100 CHAIN + 10 HALF LINKS).	<i>[Signature]</i>
7-2	INSTALLED NEW CHAINS	SNUG FIT CHAINS & TEST RUN 2 MILES OK	<i>[Signature]</i>
7-3	ADJUST NEW CHAINS	FIRST INSTALLATION ON 7-2 LOOKED TOO	<i>[Signature]</i>
X X	—	LIGHT SO ADDED ANOTHER ^{LINK} HACE ^V TO EACH AND TEST RUN AGAIN!	<i>[Signature]</i>
X X	—	CONSENSUS OF 4 KNOWLEDGEABLE MEN THAT CHAINS WERE	<i>[Signature]</i>
X X	—	NOW TOO LOOSE SO WENT BACK TO PREVIOUS CONFIGURATION	<i>[Signature]</i>
X X	—	CONSISTING OF 10' OF CHAIN WITH 3 HALF LINKS. NO FURTHER TEST.	<i>[Signature]</i>
7-4	ANTONITO/OSIER (MORNING CHECKS)	FLUIDS, AIR & BRAKES OK	<i>[Signature]</i>
X X	NOTICED HOT DRIVE	RIGHT FRONT WHEEL HUB ON PILOT TRUCK (CONTINUED)	<i>[Signature]</i>

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6-27-08	SHAKEDOWN RUN TO CUMBRES	BRAKE CHECK, AIR CHECK THEN LEFT FOR 14 M LE	
	— TEST RUN TO CUMBRES PASS.	ALL OK TO CRESCO TANK THEN	
	— COMPRESSOR NOISE DEVELOPED - CHATTERING.	AIR PRESSURE STAYED	
	— 75-84 LBS.	NOISE CONTINUED TO INCREASE AND IT WAS DECIDED	
	— TO STOP AT OLD CONDO SIDING.	JUST AFTER STOPPING, COMPRESSOR	
	— SEIZED UP. CHECK VALVE KEPT TOTAL LOSS OF PRESSURE.	BELT CUT OFF	
	— AND PROCEEDED TO CUMBRES PASS.		
6-28-08	REPLACE COMPRESSOR	INSTALLED BENDIX "TRU FLO" MODEL 227432. ALSO NEW	
X X	— COMPRESSOR DRIVE BELT,	INSPECTED OIL PAN + CHANGED OIL (30W)	
6-28-	REVENUE PASSENGER RUN	HIDAM CHECKED & TESTED AIR BRAKE SYSTEM	
X X	— PROCEEDED TO ANTONITO FROM CUMBRES PASS.	ALL OK	
X X	AFTER OPERATION CHECK	✓ OIL, BRAKE RIGGING, BELTS, RADIATOR, CHAINS &	
X X	— DRIVE TRAIN.		
6-29	ANTONITO TO OSIER MORNING CHECKS	OIL, AIR SYSTEM, ADJUST BRAKES AS NEEDED	
6-29	RUNNING CHECKS	CHECKED BRAKES & WATER AT LAVA, SUBLET & OSIER	
6-29	AFTER OPERATION CHECKS	✓ OIL, BRAKES, BELTS, RADIATOR, & CHAINS. (NOTE: ON TODAY'S	
X X	— RUN, NOTICED CHAIN NOISE	SEEMING TO INCREASE. THEY SAY AS ALWAYS	
X X		BUT CHECKED OK FOR FUNCTIONAL + SAFETY.	

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DATE	JOB	REMARKS	NAME
6-22-08	AIR COMPRESSOR	FINISHED INSTALLATION & SET PRESSURE 80#	J. McKenzie
6-22-08	TEST RUN	STARTED & RUN TO FAKE TANK & BACK	J. McKenzie
X X	TEST OK NEW CLUTCH	TESTED & RUN IN OK (CHARLES & LARRY)	J. McKenzie
6-23-08	PAINT	REAR DOOR & WINDOW GRAB IRONS	J. McKenzie
6-24	PAINT	ALL LETTERING ON RIGHT SIDE	J. McKenzie
6-25	ADJUST AIR COMPRESSOR	ED, LOUIE & LARRY	J. McKenzie
6-25	PAINT	SIDE BARS IN REAR BOX (SILVER)	J. McKenzie
6-26	OIL CHANGE	10W 30 & FILTER	J. McKenzie
X X	ADJUST BREAKS		
X X	REAR DIE OIL CHANGE	WITH 80W 90 GEAR OIL	
X X	REPAIR GAS PEDAL LINKAGE		
X X	COVERS PUT ON THROW OUT BEARING LEVERS		
X X	HOOD & FENDER PAINT & VARNISHED SIDE PANELS OVER LETTERING		
X X	GREASED ALL FITTINGS UNDERSIDE & DRIVE AXELS		
6-27-08	8:00AM LOADED ON NELSON/SKANSKA TRUCK & MOVED TO CITAMA, N. M.		J. McKenzie
X X	NOON, UNLOADED AT CHAMA & MOVED TO C & T S STATION		J. McKenzie

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DATE	JOB	REMARKS	NAME
11/27/07	CHECK ANTIFREEZE	FLUID LEVEL ABOUT 1/2 GALS LOW, FILLED	—
11/29/07	—	to RAN ENGINE TO 130° & TESTED TO -30°F	L. Spence
11/29/07	CLEAN & GAP PLUGS & POINTS	ENGINE RUNS ROUGH EVEN AFTER WARMING UP	LS
X X	X X	RUNS TO A LITTLE SMOOTHER - RECHECKED	X X
2/15/08	Compression Test	ANTIFREEZE (-20° TODAY) NEEDS RECHECK ① 75 ② 62 ③ 65 ④ 62 ⑤ 65	Drum
3-31-08	COMPRESSOR REMOVAL ^{2 HOURS}	REMOVED OLD WORN OUT COMPRESSOR FOR ^{REPLACEMENT}	Drum
4-24	COMPRESSOR WORK	TO FRONTIER FOR BELT PULLEY INSTALLATION	Drum
4-25	PULLED TRANSMISSION ^{5 HOURS}	FLY WHEEL AND PRESSURE-PLATE BURNT - CLUTCH DISK TOO WORN TO REUSE -	X X
X	X X	WILL REPLACE CLUTCH PARTS INCLUDING ^{BEARING} THROW OUT	Drum
5-10	PARTS ORDERING FOR	CLUTCH & REBUILD OF PRESSURE PLATE AT CORTIZ DIESEL	Drum
5-27	PULLED PILOT BEARING	REPLACEMENT PART #303-CC FROM "CAR-QUEST"	Drum
6-3	ASSEMBLED CLUTCH FLY-WHEEL	90# TORQUE	Drum
6-10	REC'D USED ANIMAL	GEAR TAKEN FROM GOOSE #4 AND	—
X X	BROUGHT BACK	RED ENGINE FROM CRRM IN GOLDEN	Drum
6-14	COMPRESSOR WORK	ADAPTING CONNECTING PARTS	Drum
6-19	TUNE UP & COMPRESSOR	(TUNE-UP PARTS - ROTOR NAPA	

FUEL FILTER
FF 3424

PART # RR83, ROTOR CAP NAPA PART # RR95
SPARK PLUGS EITHER "AUTOLITE 86 OR
NGK 5852 VRL

17-19-10
 Greased marks.
 throw out bear.
 3 ~~4~~ joints
 & drum line splines

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11-11-10 copy
 Power Truck
~~power~~
 rear truck
~~power~~
 oiled generator

JOB		REMARKS
		(used) upon return to Antonito, pulled wheel and found bearings
X X	BUSHING TOO WORN TO REUSE WHEEL HUB. REPLACED HUB.	Don
7-5	ANTONITO/DSIER MORNING ✓	MORNING FLUID, AIR & BRAKES CHECKED OK.
7-5	— DRIVE SHAFT —	DURING RUN, NOTICED INCREASE IN NOISE
X X	IN DRIVE TRAIN. UPON RETURN TO ANTONITO DISCOVERED THAT REAR	
X X	SECTION OF DRIVE SHAFT HAD BEEN INSTALLED OUT OF PHASE WITH	
X X	FRONT (BY WAYNE BROWN LAST FALL). ADJUSTED BUT ONLY TEMP. FIX	Don
7-6	ANTONITO/DSIER MORNING ✓	MORNING CHECK OK. ADJUSTED BRAKES
7-7	ANTONITO/CHAMA MORNING ✓	" " " "
X X	BRAKE CHECK	EXTRA BRAKE CHECK & ADJUSTMENT
X X	—————	ON TOP OF CUMBRES PASS FOR RUN TO
X X	—————	CHAMA
7-8	— RETURN TO DOLORES —	RETURNED TO DOLORES NEST OK
7-10	— PINION GEAR —	REMOVED PINION GEAR FOR CHECK DUE TO
X X	POSSIBLE WEAR FROM BAD OUT OF PHASE DRIVE SHAFT. DISCOVERED	
X X	EXTREME WEAR ON GEAR AND IT HAD TO BE TOSSED! INSTALLED	Ed, Long
	PINION GEAR FROM #4 INSTALLED. NO MORE USE OF ETHER. ED	Ed, Long, Ben