

Hello everyone!

Just a short report this time, reflecting the fact that the demands of the holiday season, visitors from out of state, and so forth, have kept me away from Portola for the past two months. I'm unaware of recent work on the 805A, but that will soon change as we start working on the leaking cylinder liner seals again. Most of my recent efforts have been directed toward the CN B unit.

The 1991 weekends for 805 work will be the second weekend of the month. This also coincides with the Board meetings, so members can not only help out on projects but also drop in on the meeting on Sunday and see the Board at work. The 805A weekends will start in March and continue on through the summer.

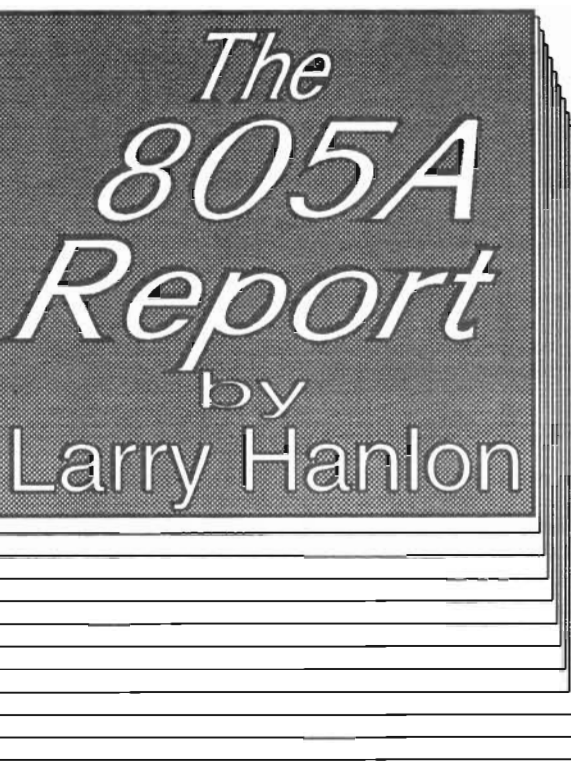
Please write to me c/o the Museum if you'd like to help out; there are plenty of things to do as you can see from the list below.

B Unit

On the subject of the CN F7 B unit there is significant news to report. Dave McClain and Pete Solyom contributed airline tickets to the cause and spent the week of January 27-February 2 in Montreal working on the unit. The Montreal natives were glad to see the visitors from sunny California, as they brought along a heatwave which raised the daytime temperatures all the way up into the teens! (A few days prior to the trip, nighttime lows were reaching minus 25 degrees).

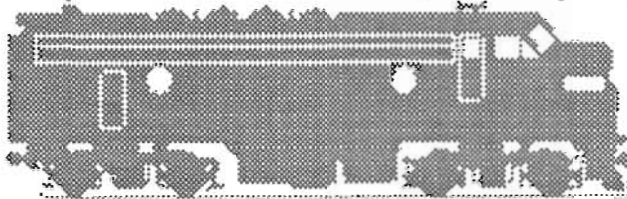
Dave and Pete drained the old lube oil, cleaned or replaced fuel, oil, and air filters, and added good oil and 100 gallons of diesel. The few missing or broken small parts (fuel gauge, air compressor fittings and gauges) were replaced. The traction motors and their bearing oil wicks were inspected and the oil reservoirs and gearcases, which were totally dry, were filled. Wheel treads are definitely not new, but are legal for interchange. Brake rigging and cylinder travel on the trucks was adjusted.

With the help of the people at Century, the unit was retrucked (twice --- but that's another story) and placed back on the rails. Dave's video of the events is fascinating; perhaps he can be persuaded to show the highlights on



Railfan Day this summer. Wednesday was perhaps the toughest day, most of which Dave spent on the ground reconnecting traction motor cables in zero degree weather. On Thursday they connected the last motor's cables, then filled the cooling system with water and attempted to fire her up. After prelubing came several extended cranking sessions during which the generator proved its good health. Finally one, and then a few, and then all 16 cylinders came to life --- the video is dramatic!

Now for the good news: the engine seems strong and healthy, and even runs cleanly. All of the major support systems seem to be fine. After replacing a cracked lube oil line to the governor, there were no water or oil leaks. The air compressor, brakes, shutters, reverser, etc. all worked fine. Cooling fans and



most other electrical systems checked out OK, as well.

And now the bad news: the unit wouldn't load. From the symptoms, the difficulty was judged by all of us to be minor, probably dirty relay contacts. One of those things that can take a day to find and 2 minutes to fix. Time ran out on Friday as Pete loaded parts we acquired for 805A repairs while Dave and one of the Century guys were trying to diagnose the electrical trouble. Because it seems like a minor problem in an otherwise very healthy unit, we

decided to go ahead and complete the purchase.

We all owe Dave and Pete a big THANK YOU for their efforts. As a result, we have saved about \$6000 and now know that it is a good unit. Thanks, guys!!

The next task is getting it shipped, and Norm has been in contact with the UP and C&NW trying to arrange for free transportation from Chicago. At the moment it looks like we'll have to pay for shipping from Montreal to Chicago, but I'll see if we can't arrange something with the CN. Hopefully we can have it moving West in early March. Oh yes Pete re-numbered it FRWX 925C for the move to make sure it doesn't get "lost" as 805A did coming from Louisiana.

Next Steps for 805 Work

- Finish preparation of nose for painting
- Repair dent in pilot
- Clean out dirt, rust, etc. from interior of nose and spot prime
- Repair, prep middle side panels for painting
- Complete sanding and polishing of stainless lower side panels
- Grind smooth the rough weld repairs on rear of locomotive
- Obtain and install original cab windows
- Measure piston carrier snap ring clearances
- Define and implement a solution for the leaking liners
- Fill cooling system, identify, and repair any leaks
 - Check injector and valve timing
 - Tighten crankcase-oil pan bolts
 - Inspect fuel tank interior and clean if necessary
 - Add lube oil and start engine
- Perform insulation resistance tests on traction motor, generator, and other high voltage cables
- Inspect traction motor oil wick assemblies; replace damaged filler caps.

See you

next

time.....