

Hello everyone! We have some good news this time, and on not one but two fronts! But first, a commercial.....

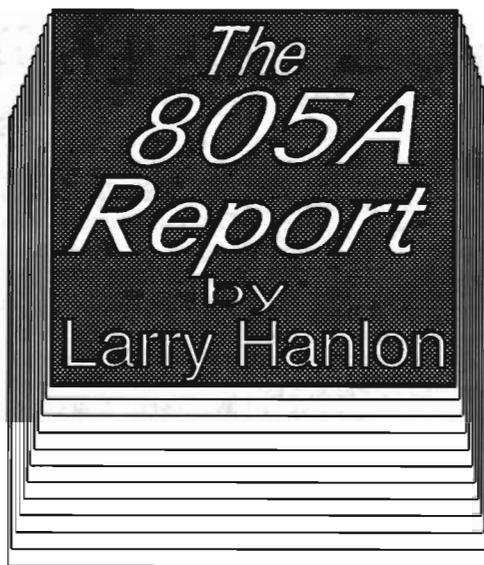
The 1991 weekends for 805 work will be the second weekend of the month. This also coincides with the Board meetings, so members can not only help out on projects but also drop in on the meeting on Sunday and see the Board at work. The 805A weekends will continue on through the summer.

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. And now the news....

B Unit

Our CN F7 B unit has safely arrived in Portola, arriving on April 25 on the NPOAZ-21. It left Montreal on April 13, 1991 and was forwarded straight through from Chicago via the CNW to Fremont and North Platte, even though that was not the intended route. It sat out the strike in North Platte, and by the end of that week was heading west again. Those of you who were able to make it to the Museum on April 26, the day the UP steam was laying over, probably saw our B unit sitting adjacent to UP 6936 in the yard. On the 29th, the UP delivered it to the Museum. Roller bearings really help to expedite shipping!

The unit had been vandalized in Montreal despite being inside a fenced, guarded compound. Luckily, the damage was limited to broken porthole window glass, and the dealer gave us replacement glass. In last-minute negotiations, I ended up buying an



tion not only from the UP, but also from the GTW and CN! That's a real coup, and it saved us about \$11,000. And no, I'm not looking for any more B units.

Recent 805A Results

Over the winter, "Wally" Wollesen had been keeping the batteries charged, but despite his best efforts the severe cold got two of them. Dan Ogle has continued to work on the electrical systems.

On March 9 and 10, Dave McClain and I rigged up a lifting mechanism for the entire #12 head and liner assembly and raised it

that the cylinders that had high readings on the lead test may actually still be within spec. A simple measurement of the piston carrier snap rings will confirm this.

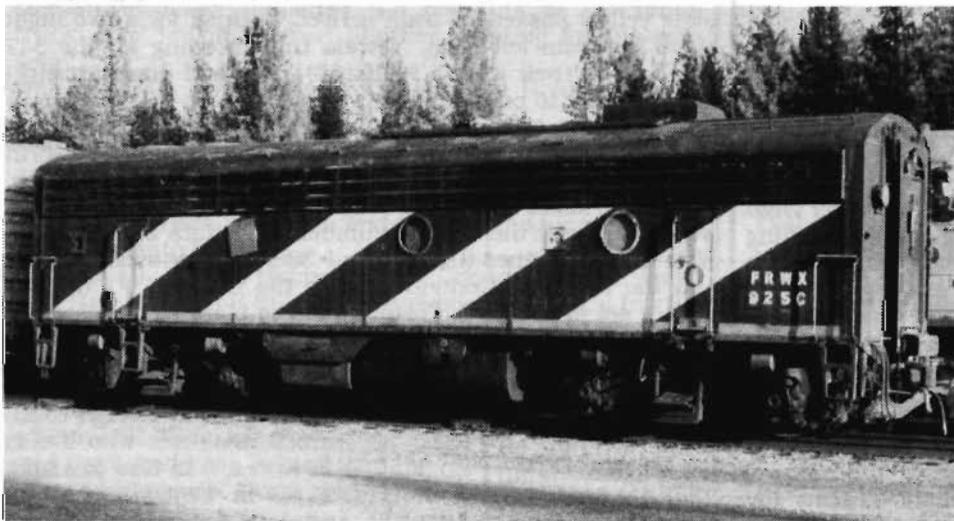
I designed and discarded about 4 different possible solutions for reliably sealing to the defective surfaces, taking measurements from the block in 708 to have parts machined. In the end, Dave and I settled on using two of the thick EMD O-rings as the simplest solution. The large cross section of these O-rings and the elastic force holding them against the wall of the liner helps prevent them from rolling over each other when compressed. On April 14 we tried this solution on #12 cylinder, being careful to torque the crab nuts in a uniform manner to keep the liner centered in its hole in the block. When we filled the cooling system, #12 was nice and dry. Success at last!

On April 26, Dave, Pete Solyom, and I lifted #5 and found identical indications as on #12. On May 16 and 17, we hope to finish off the remaining two leaking cylinders, reinstall the "gingerbread" and set the timing, and start the engine.

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
- 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.....



F-unit style 24RL brake stand to use in the 805A at a significant discount from the originally quoted price. It was stashed inside the carbody along with a number of other parts we had bought either for 805A or to support our other F units. On the trip across country, many of these parts disappeared. Of these, most would be of interest only to "railfans." Next time we move some equipment, we should probably arrange for an armed guard.

So we now have a complete ABA set of F units, as well as one of the few (only?) examples in a U.S. museum of a Canadian-built diesel. Furthermore, thanks to Norm Holmes' tireless efforts, we also obtained free transporta-

high enough to allow a visual inspection of the liner water seal seats. The reason for the leaks was immediately obvious, as the layer of silicone we had put on the seats as an indicator was absolutely untouched on the lower seal. This was direct visual confirmation of the hypothesis we had developed from the measurements taken earlier in the winter. Now the challenge was to figure out how to fix it.

A conversation with Glen Monhart resulted in the conclusion that the leaking lower seats had been excessively machined, probably while on the L&NW. I also learned

