

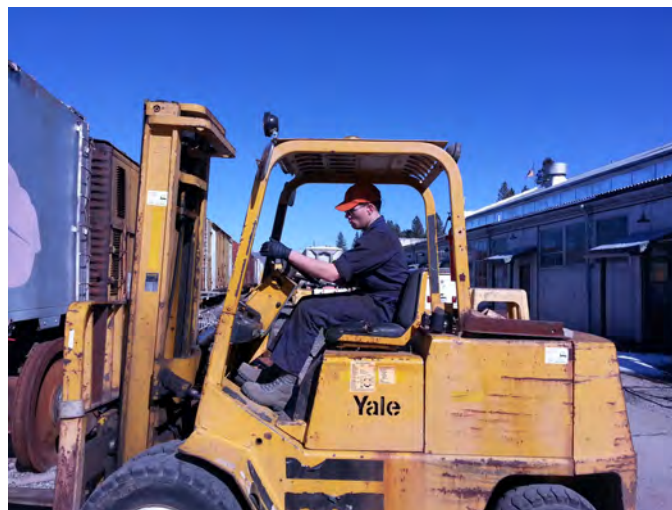
## Around the Museum – 4 March 2015

–Poindexter

Another unseasonably warm day at the Western Pacific Railroad Museum brought Fritz and I up from Reno to begin the work of making the RAL fleet ready for use this coming season. Our goal: Pre-lube, check, and start WP 917D.

The day's work started out fine, if a bit annoying (Someone had pulled the crimp-connection on the water hose too hard, and caused it to come loose and leak significantly) with beginning to water up 917. No new leaks. Excellent.

A survey of the locomotive's other non-water fluids showed it was slightly low on oil, but fine on all others. This was not a concerning detail, since we would be pre-lubing it anyway, which adds some. We opened the cylinder relief valves on the block, and flashed the engine with the baring-over tool.



Fritz on the move with the Yale forklift, the tool of choice for moving barrels of oil while Big White is out of service.

A quick trip with the Museum's big yellow Yale forklift, and some running of extension cords, and we were ready to begin pre-lubing the locomotive. Pre-lubing is important when a locomotive hasn't been run in a while, since it ensures the bearings and moving parts are sufficiently lubricated after oil may have run out and off over time.

Pre-lubing complete, time to start it up! Complication: Not enough battery power. Out comes the charger, and the helpful mag-mount Battery Charging Flag. Maybe tomorrow.



Fritz manually turns over the engine of 917 using the specially designed tool.

