

The 805A Report by Larry Hanlon

Hello everyone! More good news this time! But first, another commercial.....

The 1991 weekends for 805 work are the second weekend of the month and will continue that way throughout the summer. 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.

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

Those of you who were able to make it to the museum on Memorial Day were able to hear the sweet sound of success. On May 25, Norm Holmes, Dave McClain, and Wally Wollesen combined their talents to get a good set of batteries into the unit. Dave and Norm loaded new oil into the crankcase and filled the cooling system. Sunday morning, Dave and Dan Ogle began tracking down the reason for the unit's refusal to load. Dave found a set of traction motor cutout switches built into the reverser, an unusual arrangement. After turning the switches and pushing the series contactor in manually, a healthy arc was seen. Progress! Dan delivered the coup de grace when he traced the problem in the contactor interlock circuit to a bad contact on one of the parallel contactors. After he temporarily wired around it, the 925C became a fully functional unit -- and in only an hour after they started troubleshooting! It runs really well.

On Monday, Steve Habeck couldn't resist testing the MU circuitry. In short order, the 925C was lashed up to 921 and 707 -- and everything worked as it

should. I'm told it sounded great being used in passenger service that day!

Now to repair the broken window glass. I have the replacement side port-hole assemblies at home to drill out and replace the sheared mounting screws; they should be ready for installation by the end of July. After that, the B will be ready for thorough cleaning and painting. Also, during a top-to-bottom search of the unit on May 17, 1991, I found all of the parts we had purchased in Montreal.

Recent 805A Results

Last time, I missed acknowledging the contributions of 3 people. Bob Blanch came down from Portland and worked on grinding down the rough weld lines on the rear of the unit. Alan Jacobson came up from Phoenix and stripped the nose door of its remaining paint. It looks good and is now ready for final paint prep. And Mardi Vincent has been wirebrushing the pilot to clean it up before working on straightening out the dent down there. Thanks, people!

In the last episode, our intrepid adventurers were ready to polish off a few mechanical details and fire up the engine. It didn't work out quite that way. On May 16, Steve Habeck and Wally found that only one battery was bad, and replaced it. Wally then charged the batteries for the next 2 weeks, and now the interior lights are brighter than ever -- actually bright enough to see what you're doing! Dave and I added the second O ring to the lower seal on liners #4 and #5, torqued them down to spec, and filled the cooling system to the top. When all of the inspecting and swearing was done, we had observed leaks from the upper liner to water manifold seal on #12, and four leaking cylinder

head gaskets. The rest of the cooling system looked OK, although admittedly this was a static test. Frustrated, on the 17th we did other things, such as the B unit inspection and repairing the west end 1-2 rail switch, which had been run through.

On June 8, Dave and I raised the #12 liner again and found that the offending seal had popped out of its seat and been sheared when the liner was last installed. It is now repaired and the liner torqued to spec once again. On June 9, John Ryczkowski and I installed the "gingerbread" (rocker arms, injector, fuel and lube oil jumpers) on cylinders #4 and #5.

Next up mechanically is the leaking cylinder heads. Glen Monhart lent us a pair of EMD liner anchor jacks to clamp the liners in place while we pull the heads, so we now have the necessary parts and tools for this job. If all goes well, it should be possible to do all 4 heads in one long weekend.

Bill Evans has started matching the orange color in his preferred paint. I've sent him a color chip from the 805 to help out. Ski has noticed in WP mechanical records that the orange color was referred to as "International Airport Orange." So next time you're staring out the airplane window while waiting for 15 planes to take off ahead of you, notice the color on the safety structures and think of the WP

Next Steps for 805 Work

- Repair dent in pilot
- Clean out dirt, rust, etc. from interior of nose and spot prime
- Fabricate and install replacement stirrup steps on pilot
- Repair, prep middle side panels for painting
- Complete sanding and polishing of stainless lower side panels
- Obtain and install original cab windows
- Check injector and valve timing
- Tighten crankcase-oil pan bolts
- Inspect fuel tank interior and clean if necessary
- Clean engine's top deck and airbox with diesel, wipe dry
- Add good used lube oil and start engine
- Look for leaks, check control functions and move locomotive
- 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.....

