

Recent Results

When last we spoke, a concerted effort was planned for the week between Railroad Days and Labor Day in an attempt to finish off the mechanical repairs to the engine. That, in fact, is what occurred. On August 26, 1991, John Ryczkowski and I reinstalled the gingerbread on #12 cylinder, and removed the same parts from #9 and #10 in preparation for replacing the cylinder head water seals. The over-speed trip device on #12 was found to be damaged and was replaced with the one from #10. We pulled #10 head and found a missing O-ring seal on one of the liner-head water passages. After cleaning the head and seating surfaces, we installed a new head gasket, new water seals, and reinstalled the cylinder head. The next day, Steve Habeck and Gordy Wollesen started charging the batteries again.

On Friday August 30, 1991, Ski, Dave McClain, and I pulled the #9 head after first doing some work on the 501. An amazing sight greeted our eyes -- old, fossilized water seal O-rings and an old-style "spider" type head gasket. We wondered if it was WP mechanics who had last removed this head; if so, that's a long time ago! Bob Blanch took a break from his wirebrushing of old paint on the 608, and helped with the cleaning of the head and sealing surfaces, and with the reinstallation of the head. Ski meanwhile had rounded up some diesel fuel and an operational garden sprayer, and set to work cleaning and wiping dry the top deck and airbox on the left side of the engine.

On the 31st, we pulled the #16 and #7 heads and found the same old fossilized seals as on #9. After replacing the seals and reinstalling the heads, Ski and I began replacing gingerbread, P-pipes, and flashcocks while Dave drained lube oil from KCC #3 and a bit from KCC #908 as well. (Since Kennecott had operated EMDs as well as the Alcos, we expected to find EMD specification oil in the Alcos; that indeed proved to be the case).

As soon as the crab nuts on #7 were torqued, we started filling the cooling system again. And once again, frustration! The @###*!!# lower liner seal on #12 was leaking profusely. It was late and we were tired, so we headed home to enjoy a few margaritas.

On Railfan Day, the operations schedule fortunately worked to our advantage as Dave had most of the day available between his scheduled runs on the 921. We once again pulled the #12 liner and head as a unit, and this time found that one of the two lower O-rings had been sheared. Since they looked perfect when we last had pulled this liner to replace the upper seal, this was puzzling until we realized that the tremendous compressive force had probably caused the O-ring diameter to grow. There is a narrow diametrical clearance between the liner and the seat, and the now-fattened lower seals were probably too large to clear, so they hung up

805 IS ALIVE!

At 7:40 p.m. on Railfan Day, September 14, 1991, WP 805A came back to life after 7 years of slumber. To the amazement and delight of all present, she fired right up when the start button was pushed. With 4 hours and 20 minutes to spare, we achieved our goal of getting her running by Railfan Day; my thanks to all who helped make this happen!

and one was sheared. Taking no chances this time, we replaced both upper and lower liner seals, and reinstalled the liner. As Dave filled the cooling system this time, there was a strange new sound -- silence. Small trickles from a few of the cylinder heads were found, but no significant leaks. Sensing victory, we kicked into hyperdrive.

While Dave made arrangements to have the 805 pulled outside after the last run of the day, I borrowed a few needed small parts from the 708 and 6946, and installed them along with the remaining P-pipes and flashcocks. One of the governors in our parts boxcar luckily had the clevis pin we needed, and I installed it along with the required amount of governor oil.

Once outside, Dave drained the crankcase of its oil and water while I cleaned and wiped down the top deck and airbox on the right side of the engine. Watching the water flow from the crankcase drain, Dave commented "There goes all the trouble and frustration of fighting with those seals." Amen.

We reinstalled the inspection access covers on the engine, then loaded 2 1/2 barrels of lube oil, 5 gallons at a time. We ran the prelube pump until oil was seen dripping from the crankshaft, then flashcocked her. All looked fine. It was 7:30 PM, getting dark, and we were late for dinner, but hopefully Gayle would understand. (She did.) By the time the camcorder was set up, the lube oil pressure had already reached 2 lb., and we were ready to go.

I pushed the start button while Dave handled the layshaft. There was just enough oomph left in the batteries to crank at a useable speed. Incredibly, after only a few seconds, we heard a couple of cylinders trying to fire. Dave gave her full throttle, and the engine sprang to life.

We kept her running very slowly at first, while checking for any major difficulties. None were evident. Over the next 25 minutes, a lot of good news and a few problems surfaced while many other FRRS members climbed aboard and joined in the celebration. In short: this looks like it will be another healthy engine. The governor would not maintain idle speed, and some small oil leaks from the inspection covers were found, but the air, control air, and electrical systems seem to be working. We tried to get her to move, but there was no throttle response (probably a dirty electrical contact). When we shut her down, it was 8:05 pm.....WOW!!

While switching equipment back into storage the next morning, Steve Habeck couldn't resist arranging an ABA set of Fs on 3 rail -- 805A, 925C, and 921D. Dave couldn't resist starting the 805 again for photographs, and Vic Neves' suggestion to reinstall a number board greatly improved the resulting photos. After about 10 minutes of running, we shut her down and drained the cooling system. Brian Challenger

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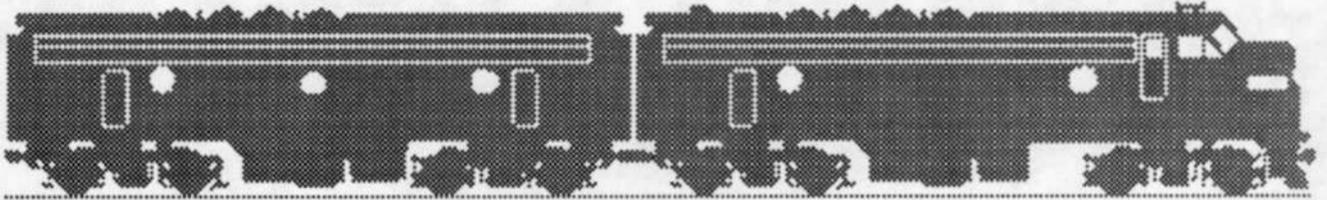
Tax Deductions continued from page 10



complicated calculation on form 6251 on your federal tax return.

Whether we like it or not, taxes do have a way of intruding into our everyday decisions, and many museum members and friends are involved in a way that they are eligible for a charitable donation deduction on their tax returns. Unusual situations will occur, and the best advice if such a situation arises is to seek the advice of a competent tax preparer or a person who is Enrolled to Practice Before the

Internal Revenue Service, or a CPA. Our Museum has become a positive viable entity in a few short years, thanks to the donation of money, labor, professional expertise and equipment by a wide group of members and friends. We continue to have goals and aspirations to improve and build on that which has already been accomplished. The Museum needs additional help in this area, and donors and potential donors should be aware of the tax advantages and limitations, and steps to consider in their own tax planning.



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suggested a probable cause for the malfunctioning governor which we'll check out on the next work weekend.

Reflecting back on the past couple of years, I am struck by how many people have contributed to the work on the 805. This has truly been a team effort, and it makes me proud of the members of our society, just as the operation of the steam specials did. Thanks again for your help. And thanks to whomever turned on the outside floodlights that night -- you saved the videotape!

B Unit

Late in the evening of August 19, 1991, Steve Habeck stopped by my house and picked up the portholes for the B unit, as planned. Later in the week, Jack Palmer installed them, thereby greatly improving the appearance of the unit for the Railroad Days operations. The hinged portholes proved to be a different size, and they'll probably get new glass over the winter.

Next Steps for 805 Work

The next mechanical work is planned for Nov. 2 and 3, 1991, when we'll try to get the governor to behave and the

locomotive to move. We especially need people to help Bill Evans finish off the preparation and painting of 608. After that, cosmetic work on 805 can be completed. It may not be possible to finish by the NRHS convention, but it would sure be nice to be done by Railroad Days. Come join the fun!

- 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.
- 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.....

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air system on one unit and a run-around hose was placed on the other unit. After the bearings were cleaned and lubricated, an SP inspector approved the move and the units were delivered to Richmond without any problems enroute. When LMC scraps the units, the traction motors, turbo and some other parts will be saved.

On September 3, 1991, the museum's 200 ton derrick was moved onto the east track 2, the outriggers positioned and the gondola with the trucks moved under the boom on track 1. Hank Stiles, who had been learning how to operate the derrick, successfully lifted the 24 ton trucks from the gon and placed them on the track. On September 5, 1991, retired WP/UP car foreman Bernie Coggin came up from Oroville to operate the derrick to unload the locomotive body and place it on its trucks. The operation involved lifting one end of the body, placing a heavy I beam under it on cribbing to clear the flat car, lifting the other end, pulling the flat car out, placing the trucks under and lowering the one end onto its truck. The other end was then lifted off the I beam, it was removed and this end lowered onto the truck. It took only about three hours for the unloading, but a lot more time was required to get everything ready. The I beam idea came from D. K. Henry, a retired Santa Fe mechanical supervisor who now works for Chrome Locomotive in San Bernardino. The

idea saved us the cost of a second crane. The FRRS crew working on the unloading were Norm Holmes, Nick Tynan, Dan Turner, Mardi Vincent and Ed Warren. Dean Hill recorded the operation on tape.

The two cars were returned to Port Chicago and loading of the second unit took place on September 13 and 16, 1991, by Norm Holmes, Fred James, Steve Habeck, and Wayne Monger and once again assisted by shop personnel at Concord. Due to problems with the tie-down cables, Hank Stiles, Jim Ley and Dave Anderson returned to Concord and rescued the cables. The locomotive and trucks arrived in Portola on October 11, 1991 and were unloaded on October 12 and 15, 1991. Bernie Coggin again came up from Oroville and with the assistance of Jim Ley, Hank Stiles, Dan Ogle and Brian Challenger successfully placed the second unit back on rails.

The two units now in Portola are 65-00541 and 65-00544. The 541 appears to be in the "best" condition and Norm will try to get it back into operating condition for use at the museum or possibly to lease, sell or trade the unit. The 544 will be held as a parts source for 541 and also can supply parts for the other museum's Alco locomotives with engines (RS-2, RS-3 and FA-2).