



The 805A Report

by Larry Hanlon

Hello everyone! Lots of good results to report this time. Quite a few people have helped out with various jobs, and if I miss mentioning anyone's contribution please be assured it's not intentional. Rather than keeping strictly to a chronological reporting, I'll summarize the major results by type.

Upcoming 805A work days are as follows:

September 16, 1990 (Sunday after Railfan Day)

October 6,7, 1990

October 13,14, 1990

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

Recent Results

The big news continues to be the restoration of the nose. Late in June, Hank Stiles and Steve Habeck removed the various grabirons that were 1960's-era additions, thus restoring the nose to as-delivered appearance. Hank has also removed the kick plates and one of the cab access ladders to expose hidden rust.

Bill Evans has continued his superb Bondo work on the nose contours ("6 gallons applied so far, 4 of them ended up on the shop floor as sanding dust"), and has recently applied sealer and primer over the Bondo and bare metal. Soon he'll be ready to apply the wings pattern and the orange....I'm sure the results will be stunning! We've discussed paint selection and Bill is checking in to the possibility of finding a paint more durable than Centari plus hardener, but less toxic to apply than Imron.

After exploring a number of dead ends

using more traditional techniques, I came up with a high-tech solution to the problem of supplying Odie Lorimer with a full-size pattern for the nose medallion. By combining a Hewlett Packard document scanner, Scanning Gallery (software), Pagemaker (a desktop publishing program), and an HP laser printer, I was able to produce an exactly scaled enlargement of the EMD drawing for the FP7 nose medallion which had been sent to me by Jack Wheelihan (EMD) about 2 years ago. Lynn sent the full-size drawing along to Odie, who has volunteered to make 2 of the medallions for us (one for 921 also). The unique aspect of this particular medallion pattern is that it includes curvature to compensate for the shape of the nose and still appear to be rectangular after mounting on the locomotive. Hopefully in the next Train Sheet we can show you the painted nose with the medallion in place!

While looking over the 805A with Bill late in July, he observed that the condition of the paint on the roof and the rear end is good enough to not require stripping. That was sure good news, as it saves a lot of work! We decided that the right front middle side panel (the one with the porthole just behind the engineer) should be replaced because of advanced rusting. I have since removed the porthole window frame, so now the panel can be removed. The real challenge here is likely to be removing the screws from the batten strips which hold the panel in place. I have learned about an F7 parts source back east, so it may not be necessary for us to fabricate a replacement panel....it depends on the cost.

Following up on a comment from Hank, I verified that historical equipment is indeed exempt from current FRA glazing requirements if it is not operated in an urban environment, and if the operating railroad does not object. Accordingly, I have recently arranged to obtain original F7 cab wing windows at reasonable cost, and it may be possible to obtain the entire side window lifting mechanism as well. The 805A was equipped with bulletproof windshields while in service in Louisiana, so we will of course retain them.

There has been progress on the mechanical side as well. Back on the 6/24/1990 workday, Dave McClain, Pete Solyom, Gary Cousin, and John Ryczkowski pulled #13 head and liner. As on the previous leaking liners, they found that the O-ring seals had been incorrectly installed by the L&NW. The liner has been cleaned up and is ready to re-install, but we will pull #5 first to find out why it still leaked after we installed new seals. Hopefully the mystery will be cleared up, and we can complete the re-installation. One of these same power assemblies needs a new piston carrier thrust washer, and the replacement parts have just arrived from Glen Monhart. Dave and I plan to tackle the job this coming weekend, 8/18/1990.



In July, Hank spotted the 805A over the pit after checking out the air system along with Dan "the airbrake man." They found it mostly workable, but with so many leaks from the main automatic brake stand that it needs to be rebuilt. In talking with Dan, he suggested that he may be able to arrange for that job to be done.

I did an initial survey of the traction motors and found that we have 2 D27's, a D37, and a D57. The D27's are the type that F7s were delivered with, and both have been rebuilt. The oil level in the traction motor bearings looked low, and 2 of the filler extensions need replacing. I have the parts on order. I've also been advised that it's good practice to drain and replace the oil since it is of unknown vintage. I have also ordered the set of tools necessary to properly set the timing on a "B" engine; these will be useful not only for 805 but also for the many other "B" engines we have at the museum. Additional parts on order include colored glass lenses for the alarm indicators, classification light lenses, a cover glass for the rear headlight (thanks for the photo, Norm), gaskets for the inspection covers in the engine block, and gaskets for the traction motor bearing oil wick inspection covers.

Progress!!

Next Steps

- Apply painted "wings" pattern to nose.
- Clean out dirt, rust, etc. from interior of nose and spot prime.
- Repair, prep middle side panels for painting.
- Paint exterior and interior of nose.
- Complete sanding and polishing of stainless lower side panels.
- Remove #5 head and liner; inspect for cause of leaks; reinstall. Fully torque #4 and #5 and retest for water leaks.
- Reinstall #13 liner.
- Grind smooth the rough weld repairs on rear of locomotive.
- Inspect traction motor oil wick assemblies; replace damaged filler caps.

See you next time.....

