



Hello everyone! Again we have a lot of good results to report....things are moving right along. Many people have helped out with various jobs, and if I miss mentioning anyone's contribution please be assured it's not intentional. I'll summarize the major results by type.

Upcoming 805A work days are:

November 23,24, 1990 (Thanksgiving; tentative)

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.

On a different but related subject, I have just returned from inspecting a CN freight F7B in Montreal, the last one available. It appears to be in excellent condition, both mechanically and cosmetically, and was run as recently as January 1990. It has been upgraded to F9 ratings, and the electrical systems have been completely rebuilt and look good. It differs only slightly from the appearance of WP F7B's, and thus is an ideal candidate for us to complete an A-B-A set of WP F's. We have the opportunity to acquire it at a very favorable price, although it is not inexpensive and there is powerful competition for it. We must act quickly, and by the time you read this we will either have found a way to purchase it or decided to pass it up. Stay tuned.....

Recent Results

Restoration of the front end is continuing well. Bill Evans has wrapped his superb Bondo work around to the cab sides, and Mardi Vincent and Hank Stiles have pitched in by removing and stripping the cab doors, ladders, handrails, and kick plates. This allows the rust under those components to be removed. With the green sealer covering the smooth contours of the nose, it's easy to imagine how nice she'll look when the painting is completed. That's not likely to happen until next spring, as it has become too cold (particularly the nights) to ensure a proper, smooth paint job.

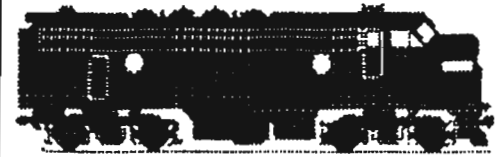
Bob Blanch joined in on the Oct. 6 weekend and applied his aircraft-finishing talents to the problem of the scratched stainless steel side panels. After he worked on it with a "jitterbug" sander, we now have another panel free of the rough gouges and more proof that it will be possible, if not easy, to restore them to their proper finish. I have just completed arrangements with a parts dealer to acquire at reasonable cost the replacement side panel (with porthole) for the 805A, as well as an additional full set of F7A side panels for the SP 6402 at the Sacramento museum, if they want them.

There has been good progress on the mechanical side as well. On Aug. 18, Dave McClain and I, along with several temporarily conscripted passers-by such as Bruce Cooper, Hank Stiles, and Gordy Wollesen, removed the heads and liners from cylinders #4 and #5. We found that our previous installation had in fact been very well done, which felt good. We also found the reason for the continued water leaks....crud on the lower liner seal seating surfaces. During the previous attempt, we had sanded these clean over what seemed to be a large enough surface area, judging by the contrast between "old" and "new" crud on the seat. However, it turned out that there was just enough "old" crud left at one small spot on each liner seat that the O ring seal was prevented from seating properly, and so it leaked. We gave these two surfaces a really thorough cleaning, and went over the lower end of both liners again as well. Monhart had said to make things "cleaner than they need to be"..... and we've learned why.

The next weekend was Railroad Days, and since the train crew needs were covered, I spent time on Saturday measuring the bore and key outside diameters of the 3 liners that had been pulled. All were within allowable tolerances. On all 3 the bore was a perfect cylinder, ie. a constant diameter from top to bottom, including the maximum wear zone, and the cross section was in fact circular. Interestingly, on two liners the ID was right at the EMD minimum dimension spec for new liners, 8.4995". In short, they looked really good!

Various work schedule conflicts prevent-

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ed further efforts until Oct. 13. That weekend Dan Ogle, John Ryczkowski, Gordy Wollesen, and Norm Holmes helped Dave and me reinstall all 3 liners. We also installed the cylinder heads and torqued heads and liner assemblies on #4 and #5 to the proper values. (Hank had succeeded in getting the torque multiplier replaced). In addition, Dan (an electrician for FMC) checked out the main battery cables for leakage to ground and found them to be fine, then topped off the battery water and started charging them. Two of the smaller batteries were found to be bad. I gave Dan our copy of the EMD schematic for 805A so he can get up to speed on the high voltage circuitry which he has volunteered to check out.

More progress!! Next Steps

- 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
- Reinstall #13 head and torque liner assembly
- Fill cooling system, identify, and repair any leaks
- Check injector and valve timing
- Measure piston-head and piston carrier snap ring clearances
- 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.....