

There is significant progress to report on the cosmetic restoration front this time; in fact I'd say that the body-and-fender boys have pulled well ahead of the mechanical crew. Because of conflicts with work schedules in the "real" world, no engine work has been done this past month.

Many hours went into the preparations for the seminar on the inner workings of F units which I presented at the NMRA PCR convention in Oakland in mid-May. The seminar consisted of slides and video in which 921 and 805A were the stars, and it was presented twice--the second time to an SRO audience. Most of the effort went into shooting and editing the video, and I'd like to acknowledge those who helped out with that work: Dave McClain, Pete Solyom, Ken Roller, Ed Warren, Hap Manitt, Bruce Cooper, and Ski. One immediate result of the presentations was the nearly 2 dozen people who asked me about the Rent-a-LoCo program and indicated that they planned to sign up for it. Seminar attendees took another 50-75 flyers along with them, as well.

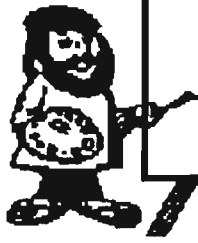
The list of 805A work weekends presently looks like this:

July 14, 15, 1990
 August 4, 5, 1990 (Motorcars)
 August 26, 1990 (Sunday of Railroad Days)
 September 16, 1990 (Sunday after Railfan Day)
 October 6, 7, 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 biggest news is what's been happening to the nose and side panels. Following up on Ken Roller's wire-brushing of the nose down to bare metal, new FRRS member Bill Evans, an experienced auto body man, spent several days around Memorial Day applying Bondo and smoothing it into the existing metal. In addition, he and Odie Lorimer heated the steel plate and pounded out the large, deep dent that was on the top of the nose. The top half of the nose now is as smooth as can be...after the prep work is completed and the nose is painted it will look better than new. Nice work, guys! Since the last report, Ken Roller has completely stripped the ratty old red paint from the side panels, reveal-



The 805A Report

By Larry Hanlon



Jack Palmer spent several days working on cosmetic jobs. Jack made a second pass on the side panels with the paint stripper, cleaning up the tough spots, and then began to polish them with rubbing compound. The outcome is just super...we'll need sunglasses to look at this unit when it's

outdoors! Odie experimented with a belt sander and various grits, and found a combination which nicely sanded out the scars left when the WP road name was crudely sanded off at some time in the past. Now we know we can

repair this damage and restore the surface to its original condition.

Following up on a tip from a fellow F7 restorer back in PA, I acquired a DuPont Industrial Finishes color sample book. As fate would have it, there among the oranges was a perfect match to the color chips we had taken from 805, as well as an extremely close match to the red for the nose wings and WP medallions. And as a bonus, Omaha orange (which Wayne Monger needs for the MILW U25B) was also listed. All are stock colors in Centari.

Next Steps

- Complete prepping of exterior of nose.
- Seal/prime nose and apply painted "wings" pattern.
- 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.
- Remove #5 head and liner; inspect for cause of leaks; reinstall.
- Fully torque #4 and #5 and retest for water leaks.
- Remove and replace seals in #13 liner.
- Wirebrush loose, flaking paint from roof.
- Strip paint from rear and grind smooth the rough weld repairs.



See you next time.....