

The 805A Report by Larry Hanlon

WP 805A, an EMD FP7, is the last remaining Western Pacific locomotive that pulled the famous passenger train, "The California Zephyr." Our "B" unit, 925C, which is an F7B that was upgraded to F9B specifications, will be M.U.ed to the 805A. This report is a continuing update on the progress of the restoration of these units at our museum.

Hello everyone!

A number of conflicting time demands over the past month or so have cut into the hours available to work on the 805, but there is progress to report nevertheless. There's still hope of getting her fired up by Railfan Day.

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....

Recent Results

Upon arriving at the museum on July 27, we found that Pete Langdon had fabricated 3 liner clamps, using one of our loaned ones from Glen Monhart as a pattern. Where the EMD parts are a pair of castings and a threaded rod, Pete built his up from steel plate and tube. Each one is a beautiful piece of work which looks like a great deal of bending, cutting, and welding was involved; but the best part is that each one matches the EMD part exactly! Many thanks, Pete!

Help had been requested in looking over the WP 501, our SW1, which was out of service because it was feared that a leaking liner seal had resulted in a significant water leak. John Ryczkowski and I topped off the cooling system and inspected all of the liners and heads. Finding neither active leaks nor evidence of water in any of the cylinders, we started the engine and ran it until it came up to normal operating temperature, periodically stopping it to check for leaks. It still looked good, so the 501 was put into passenger service on Sunday 7/28 and watched closely. Wally Wollesen had found a minor amount of water in one of the airboxes on Sunday morning, but no larger

problems surfaced. An intermittent leak in one of the head gasket seals on #5 cylinder is suspected; if that is indeed so, then Pete's liner clamps will soon be put to use. At last report, however, it was still behaving itself.

Ski and I then returned to the 805 and reinstalled the #12 piston carrier and snap ring into its piston. We also pulled flashcocks and some of the gingerbread from cylinder heads #9 and #10 in preparation for removing them to replace defective water seals, and then we installed the cylinder liner jacks. On Sunday, I finished the reinstallation of the gingerbread, piston cooling pipes, flashcocks, and layshaft connections on #4 and #5, thereby finishing off the reassembly of those two cylinders, and did most of the gingerbread on #12 before running out of time.

A concerted effort is planned for several days during the week between Railroad Days and Labor Day in an attempt to finish off the cylinder head work and get the unit at least idling by Railfan Day.

B Unit

Over the weekend of August 10, Steve Habeck and Wally fired up our new high-pressure washer and tested it on the B unit. It works very well, and I'm told that the trucks and fuel tank are now "clean enough to eat off of." Steve also gave the exterior of the carbody a good cleaning.

Meanwhile, I have cleaned up the spare set of portholes and they are now ready for installation. The sheared mounting screws were removed with little difficulty, therefore it was necessary to drill out only a handful of them (out

of 96). This is a happy contrast to the experience on one of 805's portholes; I wonder what the CN does differently. I've also obtained stainless replacement screws and a supply of Molykote for the porthole reinstallation. If all goes according to plan, Steve will pick them up on his way to Portola for the Railroad Days preparations, and they will be installed before the unit is used in passenger operations that weekend.

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.
- Fill cooling system, identify, and repair any leaks.
- Check injector and valve timing.
- Tighten crankcase-oil pan bolts.
- Inspect fuel tank interior and clean if necessary.
- Clean top deck and airbox with diesel, wipe dry.
- Add good used lube oil and start engine.
- 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.....

