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SERVICE BULLETIN
REVISION TRANSMITTAL SHEET

This page transmits Revision 2 to Service Bulletin 60-78-7, "Installation of Thrust Reverser Interface Box."

Reason:
No work is required for aircraft which have complied with previous issues of this Service Bulletin.

Reason:
Revised the planning information as follows:
In paragraph 1.4, moved the wheel speed defect box assembly information from the material required table to the other materials necessary table.
In paragraph 1.4, moved TR interface box information from the material required table to the other materials necessary table.
Added paragraph 1.4(1), other materials/parts necessary to do this service bulletin table.
In paragraph 1.4(1), added wheel speed defect box assembly information to the table.
In paragraph 1.4(1), added TR interface box information to the table.
In paragraph 1.4(1), revised the note to add the phone number for customers outside of North America.
In paragraph 1.4(1), added a note for the alternate part number for the wheel speed defect box assembly.

Reason:
Revised the accomplishment information as follows:
In Figure 1, sheet 1 of 3, added the alternate part number for the wheel speed defect box.
In Figure 1, sheet 1 of 3, changed the ground plug callout from 148C to 148E.
In Figure 2, sheet 1 of 2, changed the ground plug callout from 148C to 148E in wire diagram.
In Figure 2, sheet 1 of 2, changed the electrical code from 148C to 148E in figure 3.
In Figure 2, sheet 2 of 2, changed the ground plug callout from 148C to 148E in wire diagram.

Reason:
Revised material information as follows:
In paragraph 3.A(1), changed wire specification for CR822 wire from M2750-22SD-3723 to M2750-22SD-3725.
In paragraph 3.B, added alternate part number for the wheel speed defect box assembly to the parts removed list table.

THIS SERVICE BULLETIN IS AVAILABLE AT:
www.csbombardier.com
SBT 60-78-7
Page 1 of 2
May 1/06

Form No. 134
MONTHLY LOCOMOTIVE INSPECTION AND REPAIR REPORT.

July, 19 24 Chicago and North Western Railway Company Locomotive Number 235
Initial: GBN

In accordance with the act of Congress approved February 17, 1911, as amended March 4, 1915, and the rules and instructions issued in accordance therewith and approved by the Interstate Commerce Commission, all parts of Locomotive No. 2350, including the boiler and its appurtenances, were inspected on May 3, 1934, and found to be in good condition and all defects disclosed by said inspection repaired, except as noted on the back of this report.

1. Steam gauges tested and left in good condition. May 3, 1934.
2. Safety valves set to pop at 185 lbs. 187 lbs. 189 lbs. May 3, 1934.
3. Water bath injectors tested and left in good condition. Yes.
4. Were steam locks repaired? Yes.
5. Condition of brake and signal equipment. Good - Not Used.
6. Condition of draft gear and draw gear. Good - Good.
7. Condition of driving gear. Good.
8. Condition of running gear. Good.
9. Condition of tender. Good.
10. I certify that the above report is correct.
11. Was boiler washed and gauge cocks and water glass siphons removed and cocks cleaned? Yes - Yes.
12. Were steam leaks repaired? Yes.
13. Condition of stay bolts and crown stays. Good-G.
14. Number of stay bolts and crown stays removed. None-N.
15. Condition of floor and fire-box sheets. Good-G.
16. Condition of arch and water-bar rods. Good-G.
17. Were tumble pins removed and cleaned. Not Used.
18. Date of removal of pins from flexible stay bolts. May 3, 1934.
I certify that the above report is correct.
Item # 9 by Joseph Watkins
Inspector

Draw bar and pins were removed and inspected May 3, 1934
Items 3, 4, and 11 by Joseph Watkins - Daniel De
Subscribed and sworn to before me this 11th day of July, 1934, by Joseph Watkins - Daniel De
inspectors of the Chicago and Northwestern Ry. Company.
Notary Public
BY COMMISSION EXPIRES AUGUST 5, 1934

The above work has been performed and the report is approved.

BR 45(6)
SHIPHANDLING IN CONFINED WATERS

c. **Turning a Single FPP/PPP-Fitted Ship Out of Wind.** In wind strengths above about 15 knots, the wind-seeking tendency of the stern when making sternway (see Para 0311a) will normally overcome any contrary *Paddlewheel Effect*. In general, it will be found that a ship with a single propeller can *Turn Short* out of wind either to port or starboard. At Fig 3-3 (Position 1) a single FPP/PPP-fitted ship approaches a turning area at slow speed, with a strong wind on the starboard beam, and makes a turn out of wind to port.

- At Fig 3-3 (Position 1), start the turn from a slow speed with full port rudder and a hard kick ahead.
- When astern power is applied (Fig 3-3, Approaching Position 2), *Paddlewheel Effect* will hinder the turn to port (see Para 0310b).
- Apply plenty of astern power with rudder amidships (Fig 3-3, Position 2). As astern power comes on, the adverse *Paddlewheel Effect* will be countered and probably overcome by the tendency of the stern to fly up into the wind, particularly if starboard rudder is applied as sternway builds up.
- When sufficient ground astern has been made into wind (Fig 3-3, Position 3), place rudder amidships, then apply plenty of ahead power and full port rudder to complete the turn.
- It is essential to make enough ground into wind before coming ahead as the ship will make substantial *Leeway* in the final phase of the turn. Reduce power when the ship gathers headway (Fig 3-3, Position 4).

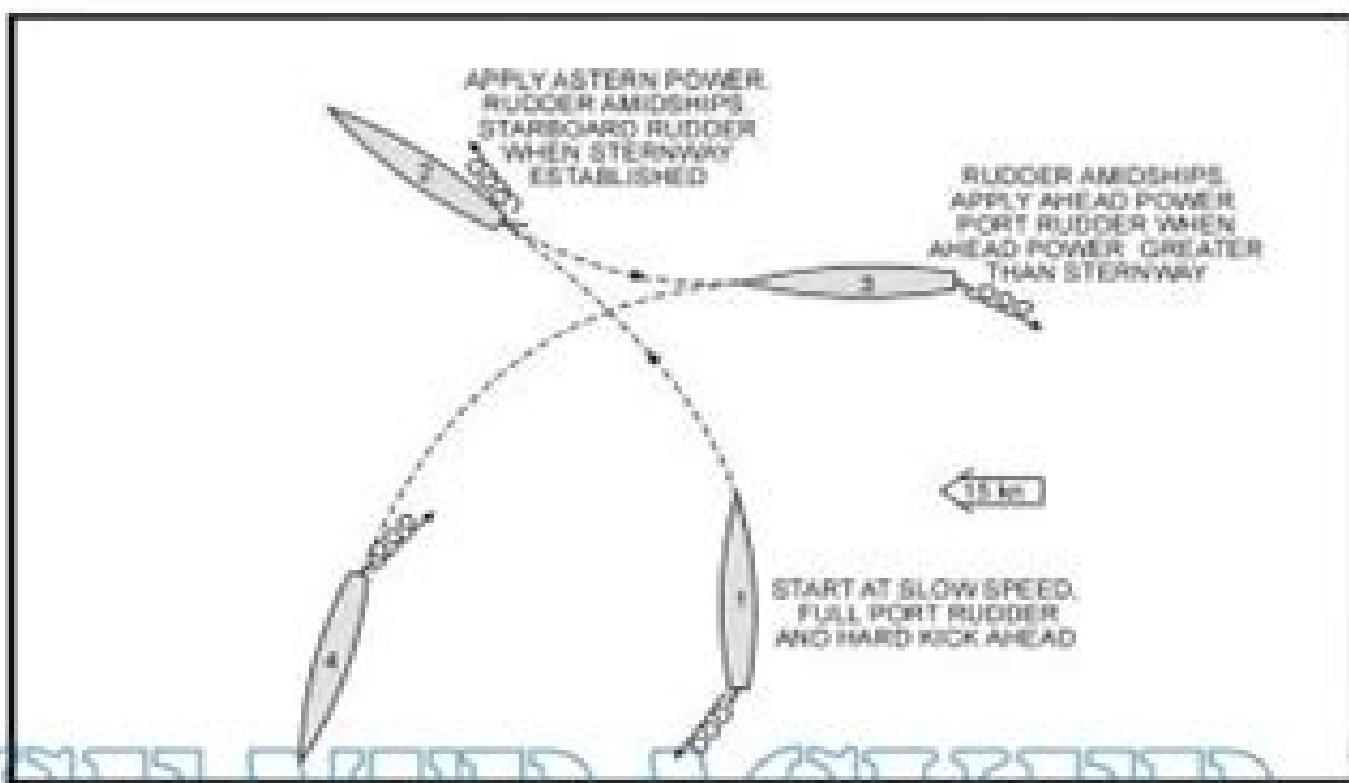


Fig 3-3. Single FPP/PPP-fitted Ship Turning Short Out of Wind

C (Cont'd)

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Form No. 101
ANNUAL LOCOMOTIVE INSPECTION AND REPAIR REPORT
 Date: **July 9** Locomotive No. **2390**
Chicago and North Western Railway Company
 In accordance with the act of Congress approved February 17, 1913, as amended March 6, 1915, and the rules and instructions issued pursuant thereto and approved by the Interstate Commerce Commission, all parts of locomotive No. **2390**, including the boiler and appurtenances, were inspected on **July 23** 1914, at **St. Paul du Lac, Wis.** and all defects disclosed and corrections have been reported, except as noted on the back of this report.

1. Date of previous hydraulic test May 12 1913	12. Was boiler washed? When given water and steam valves closed Yes - Yes	
2. Date of previous removal of scale from boiler (specify) September 17 1911	13. Condition of steam pipes and standards Good - Good	
3. Date of previous removal of scale July 13 1913	14. Condition of piping valves and fittings None used - None	
4. Date of previous removal of all deposits Sept. 17 1911	15. Condition of boiler doors and bars Good - Good	
5. Hydraulic test pressure of 232 pounds was applied.	16. Condition of such tubes Good except for tubes Not Used	
6. Were tags removed from all fittings after tests? Yes	17. Condition of steam joints Not inspected	
7. Were all tags removed? No Number removed Some	18. Condition of back head bracing Good	
8. Condition of interior of boiler Good above flues	19. Condition of front fire sheet bracing Good	
9. Were all taggins removed? No	20. Were boiler plugs removed and cleaned? Not Used	
10. Condition of exterior of boiler Not inspected	21. Were steam boiler repaired? Yes	
11. Was boiler exterior and inspected? Yes	I certify that the above report is Item #32 by Daniel Boylan	
22. Were steam pipes tested and left in good condition? Yes	27. Condition of boiler and related equipment Good - Good	
23. Safety valves set to pop at 185 pounds 187 pounds 189 pounds	28. Were draftboard and draught pipe removed and inspected? Yes	
24. Were both safety valves tested and left in good condition? Yes	29. Condition of draft pipe and down pipe Good - Good	
25. Were steam boiler inspected? Yes	30. Condition of driving gear Good	
26. Minimum test of 175 pounds applied to main mechanism.	31. Condition of running gear Good	
I certify that the above report is correct.		
County of Fond du Lac	Inspected by Daniel Boylan - David D. De	
State of Wisconsin	Inspected by Edward Albert - Albert Carl	
Inspected and sworn to before me this 23rd day of July 1914 by Daniel Boylan - David D. De		
Inspected by Chicago and Northwestern R.R.		
My Commission expires 3-26-17		
The above work has been performed by Joseph Gattling		
Last part of year #32 by Joseph Gattling - Item #6 by Albert Carl		

(Flexible bolts were measured, tested as per rules (1-22 under hydrostatic pressure)

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