

Dsa 414 Restorations

December Monthly report 2012

Jim Blyde.

This report is to be in conjunction with Bill's report

08th December

Myself and Carl today. Finished the removal of the water pipe with the hole from the pump. Denyse suggested that we also remove the the same pipe from the other engine which on a quick inspection seemed to be alright to use as a replacement.

The next task was to work on what may be required as a paper air filter for the compressors. Many ideas were forth coming. Some using two flat plates. Looking at the old type of oil bath, and few other ideas. On looking at my photos of the original set-up, may be able to still use the original set-up with the paper filter and one plate on the bottom being “clamped” together with the four bolts.

We looked at the brake pipe behind the sandbox on the right hand side. We decided to remove the sandbox to allow a more ease of access to the brake pipe barrel union as the pipe was all but rusted away. The two bolts that were holding the brake hose and fittings were broken off. Need to drill and re-tap here.



15th

I arrived a bit later in the morning as was communicating with Graham and his brother the “Orange Ruffie” and his good lady wife.

Carl and with Bill we removed the brake pipe work and the top and pipe work for the air filters. Between Carl and myself we worked out what could be required to allow a paper filter to fit. “Attached paper”.

I will attempt to gain knowledge from the professionals of all things air compressing requirements to suit our needs.

On trying various bars to try to turn the motor to see if that this could be done but meet with bitter disappointment that we could not. I made up, with $\frac{3}{4}$ pipe with a tongue welded, then ground that in the end we could after a bit of grunting, managed make the flywheel turn. I think we in the end did over a full revolution. The tool will be left with the 414 in the engine room for future use.



Update December 30th.

Air Paper Elements.

I have made contact with Air Gas Compressor Specialist Ltd and spoke with Merv Potter, Manager Director.

Merv suggested many things re air elements even to having one element for the two compressors.

I did suggested to Merv if he could come out to Waitara Road on the 22nd and see what the situation is, to which he agreed to. Unfortunately due to my health problems that developed, had to cancelled the appointment. A new appointment will made for the early new year some time.

Merv lives in reasonably close proximity to Brixton Yards so travel in not an issue. Says he can bike to the site.