

Dsa 414 Restorations

October Monthly report 2012

Jim Blyde.

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

Saturday 20th

Denyse and myself did a walk around the locomotive with Denyse giving me guidance all things to the locomotive. Whether this information is taken in fully . . . only time will tell.

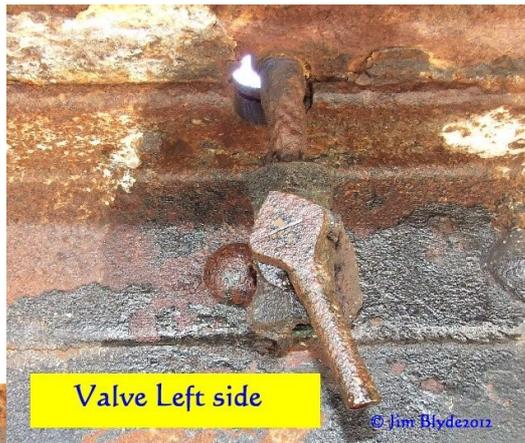
I asked Nick to give me a hand as he more agile than myself. We started with spraying diesel on most of the nuts and bolts that may require attention during the restoration. Nick started, a bit later, to attack the fertilizer in and around the springs, but gave this up and suggested that a water blaster could do a better job.

Nick is to attack the compressor air filters to remove so that they can be sited for a paper filters.

While showing Nick the requirements, I noticed the air intake pipework which goes through the engine room roof, the flexi tubing had a tear. On talking to Nick I suggested that there was no need for this and that the tubing could remain within the engine room. This I will put to Denyse.

All the Vee Belts will need replacing as most of them look very grotty.

I have removed the drain cocks and some of the pipe work from the air reservoirs. The two barrel nipples from the elbow from the tanks were completely rusted out as they disintegrated as I tried to unscrew the threads out. I will get the fittings required to have the drain valve and 'farter' valve to the outer edge of the running board.



These two valves I have “recondition” them at home. Having “cut” the thread to unscrew out.

Saturday 27th

Spent some time with Denyse discussing the safety measures for lifting devices and traversing jacks. This I will write up for Denyse approval. We discussed other items as well one being the postcard with the consist at Waitara. This draft will be emailed to the committee to give me the approval to proceed to ring Brian Gynp to see if the Society can use the image provided so far to allow Graeme to start printing these at MOTAT in Auckland. Graeme was thinking of about 1,000 to start with to sell at \$2.00 each.

Today I completed the assembly of the farter valves for both sides. I asked Nick to use the pipes dies to do some threading for me as I continued with my work.

Nick needs to take better notice of what is asked of him when helping with the restoration. He also tends to wander off some times, instead of staying to "complete his tasks".

While working the left side Denyse noticed a clip on the ground and this was used to secure the pipe work up under the running board also on the left side. The right side I had to make up the complete bracket, weld this to the running board and clip to secure the pipe work.

I also started to loosen the bolts around the fan guard and squirted diesel to soak in on the threads.

