

JIM BLYDE'S REPORT

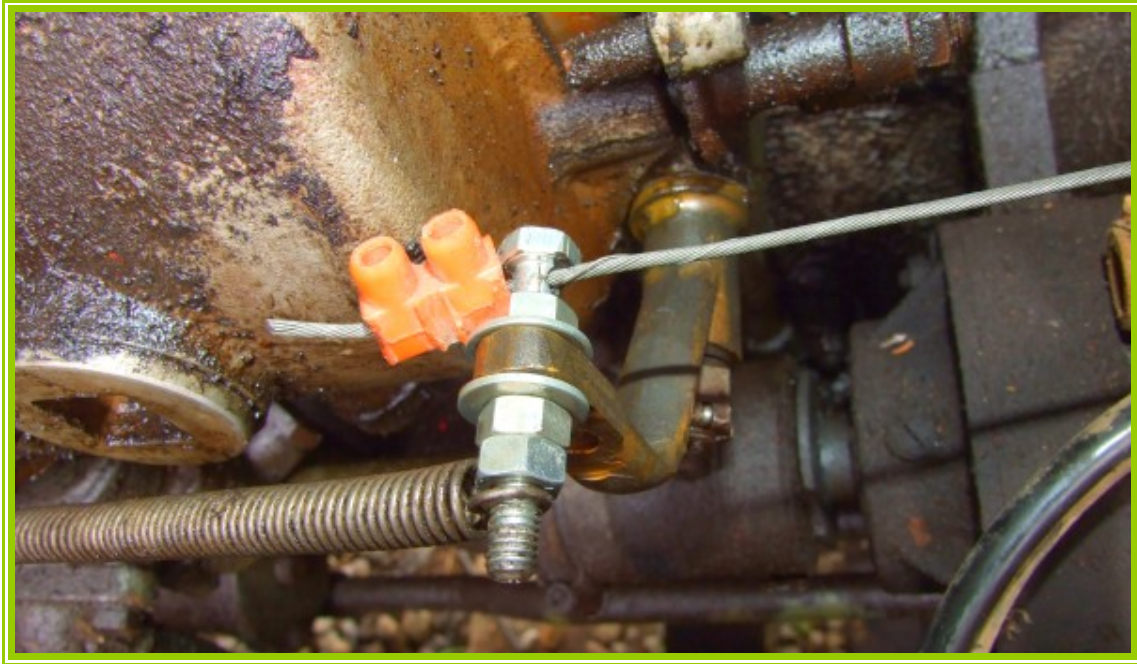
JANUARY 2014

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My hours worked so far on Tr 407;- $42.5 + 5 = 47.5$, $+ 4.5 = 52 + 1.5 = 53.5$

Saturday 04th.

I have finished the repairs to the stop cable with a new bolt with a hole drilled through for the pull cable. As the stop arm had been replaced this was a bit tight against the body of the pump, which was duly slacked off a little bit. The stop cable is working quite well now.



With the problems with the six volt batteries not holding their charge it was suggested by Denyse that they be replaced with the two twelve volt batteries in stock. This meant that the box Noel had made up is now no longer used, as it is too small for the replacements. Will need to have a better arrangement of the cables secured to the batteries. Also another box to be made up sometime.

Carl worked on the ignition side on the dash. This is now completed. While the motor was running putting a charge into the batteries we tried the headlights. The rear has high and low beam. The front only has the high beam at the moment.

The fueling arrangement was looked at via the tank and pump. With the access to the filler caps is not a problem they are quite accessible.

Discussion with Denyse re the alternator for D^{sc} and may be able to operate this from the crankshaft pulley. With fixing to the steel work near by.

Thursday 09th.

After running around for Denyse doing a shunt to have the Ea ³²⁹⁸ more accessible so that some of the scrap can be removed to help with the finances of the Society. We made a start for a alternator mount for the Tr⁴⁰⁷

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Between Denyse and myself I think we did fairly well.



Three runs of welding on the underside.



One run was done on the top
The bolt is for the mounting the
alternator.



Boring Denyse, oops
Denyse boring mounting holes in the brackets



Just about completed. Slotting yet to be done





The fan shroud will have to cut out some what to allow for the “V” belt. This will be off the crankshaft and fan pulleys.

The mount will be welded to the frame.

Saturday 18th

Carl worked on the ignition switch which he had purchased. This is now working allowing to start the engine via the key. This has its own tag and numbered T^r407. Carl also started to set up the conduit to the front lights.

After repairing the milling machine I/we (Carl) milled the alternator adjustment arm.