

# JIM BLYDE'S REPORT

## MARCH 2015

- 1 -

It has been a while since have worked on the Tr as have been doing other requirements.

### **January**

Between bill, Carl and myself work was required on the torque converter heat exchanger as a bad leak developed which meant that had to remove the said exchanger. While at it removed all the exchangers the engine radiator exchanger also required repairs. This meant removing the front panels. More work required on the panels once removed.

### **Late February**

When the heat exchangers returned and assembled and waited for the torque oil to arrive. Between Carl and myself we managed to make up a fitting to fit the top hose on the torque converter so that it could be topped up with fluid pumped in without bleeding to much to waste.

Bleeding the bleed screw on the converter then the bleeder on the heat exchanger we were set to try the locomotive by doing a couple of short runs on the siding. Bleed some more and topped the converter we were now set to try a longer run from the station to Richmond Road twice. But the first job before going on the "main" was to move the Dsc and the train along to clear the points by the platform. This was done with little effort by the Tr 407. The Tr ran very well. All though there was air still in the system which will it's way out.

### **March**

Carl was assisting with the oil change on the Dsc. The following weekend I did most of the completion the bleeding of the system on the Tr working with Denyse's help. The pressure gauge for the converter is now working quicker as there is less air in the system.

I replaced the panels in the cab to the control desk as well as the floor panel.

I thought that the lads may have been doing a shunt, working with the Tr to see how it worked, but no it is the next weekend now.

The shunt went well. Bill took the Tr for a short run to Richmond Road to get the feel of the machine. I completed some various jobs once the Tr came back from the shunting.

I continued with the various jobs. One was to rewire the "ditch lights" on the front. Carl arrived later in the morning, (in time for smoko.) We worked on the handrails front, (repair) and rear, (yet to be repaired). I managed to get what was left of the bolts on the front out. Re-tapped the threads and found suitable bolts for replacement. On the rear it was different, we managed to brake off two bolts which then had to be drilled and tapped. One was bolt was very hard to drill out, so have decided to use one of the cab bolts to assist in holding the hand rail. Carl found some another replacement bolt.

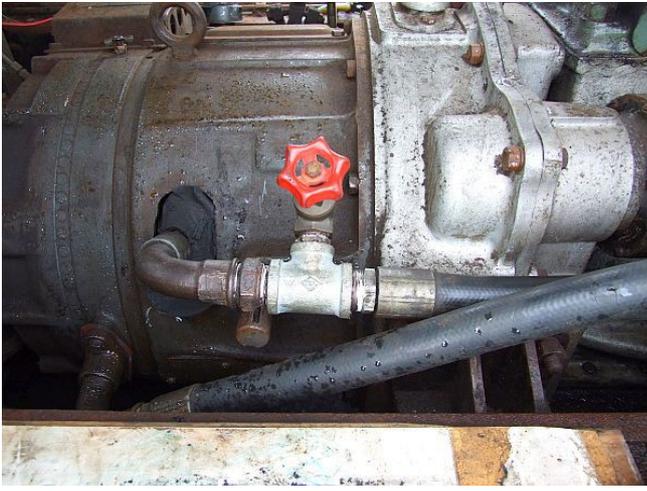
21<sup>st</sup>.

Carl and I started work on loosening the hood bolts. There will be some that will be very awkward to get at as they are in behind the fuel tank. Later we were called away to assist Keith with picking up many items of interest.

Carl and I pulled the Zp wagon out for the items of interest could be loaded into, we then put the Zp back to where it had been.

After my lunch I covered the locomotive and packed up our tools as there is an excursion at 01.3<sup>pm</sup> which Carl and I were in the locomotive.

JIM BLYDE'S REPORT  
MARCH 2015



# JIM BLYDE'S REPORT

## MARCH 2015

- 3 -

28<sup>th</sup>

As it is raining I decided that I would recover a seat from the carriage. This had been in a bad state for some time which I got sick of looking at.

But before I could do that job, I started to clean the workshop once more, with some help from Adam and Carl. Once this was completed I started on the seat. The material used is not of the original. But destination notice used in buses, white in colour. I did the completed work in about an hour and half, which was in time for the birthday excursion for a three year old lad and his friends.

Ian and Nick were the guards, which I did an observation on them. Brian and Carl were in the driver's seat on the locomotive.

Tr407.

Carl installed a cap, (bung/plug), on the valve, we installed when we filled the torque converter. He noticed that the valve was leaking a very little bit, hence the cap.



There are some videos which can be viewed of the Tr407 here;-

<https://www.facebook.com/waitara.railway>

My monthly report have done, have look here;-

<http://waitararailway.weebly.com/my-project-reports.html>