

JIM BLYDE'S REPORT

MARCH 2014

My hours worked so far on Tr 407;- $42.5 + 5 = 47.5 + 4.5 = 52 + 1.5 = 53.5 + 16 = 69.5 + 6 = 75.5$
 $+ 6 = 81.5 + 4 = 85.5$

Saturday 01st

Noel came along to help on the locomotive by removing the air brake line which traverses the length of the locomotive.

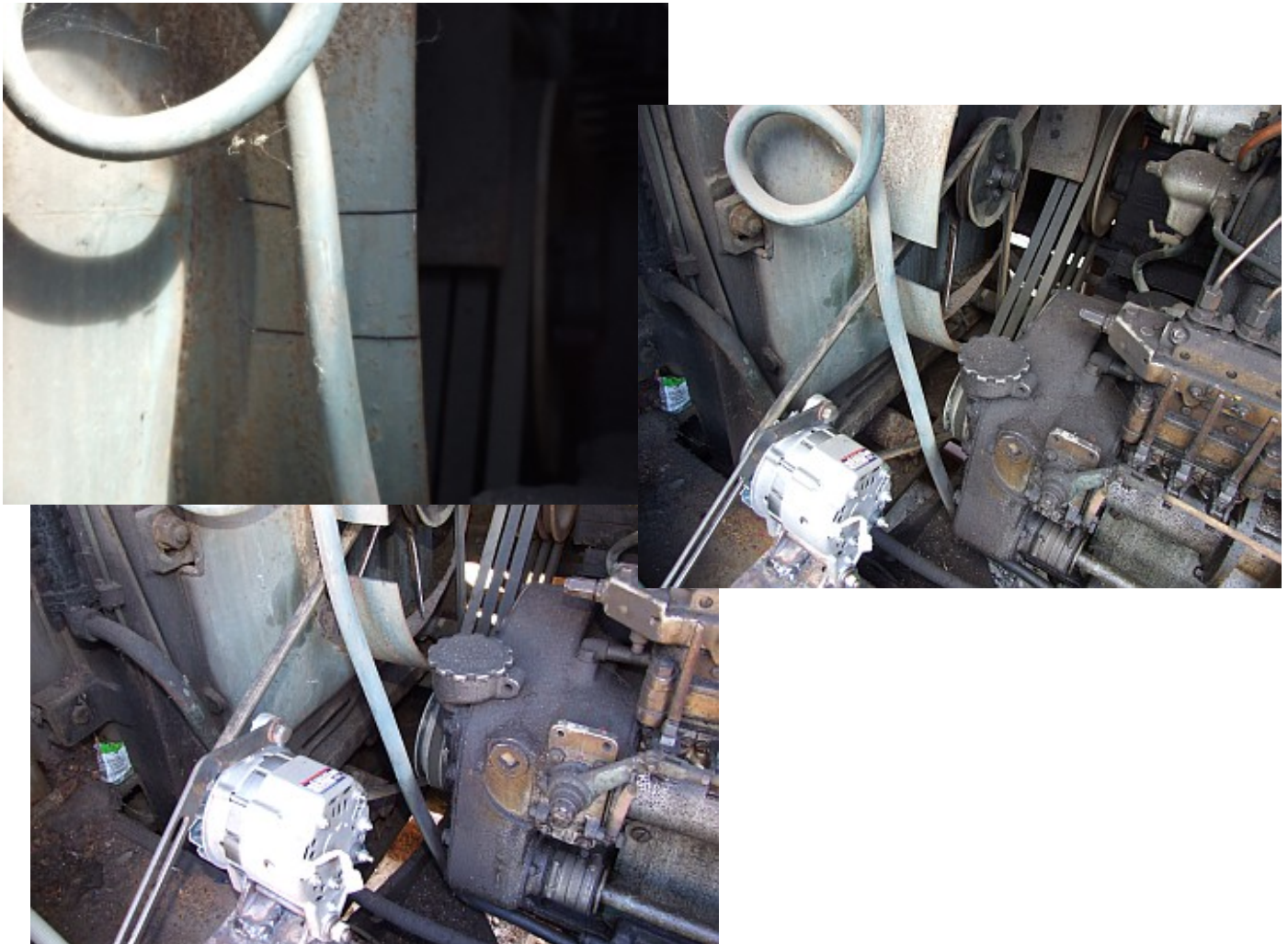
The alternator is site on board after some extra support welded under the bracket. In turn this is also welded to the frame.

Noel assisted with cutting a slot to allow the "V" belt through the radiator fan shroud with a jig saw braking couple of blades in the process. Then he started to drill on the horizontal so that the slot could be completed.

After sitting the line for the "V" belt the bracket was welded to the frame. Once all was completed I gave the engine a turn over, once established that all was good, and gave the engine a quick run. All is looking good.

Denyse assisted Noel and myself when he could.

A job for Carl now is to wire the alternator to the electrical system. Thanks Carl.



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Saturday 08th

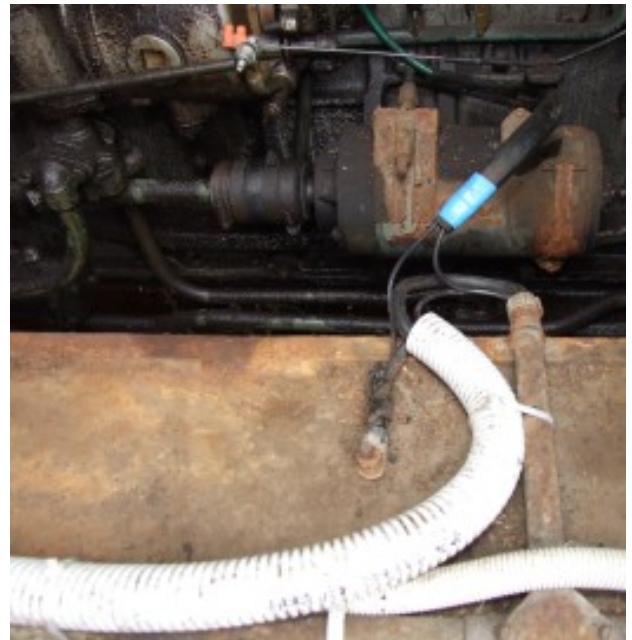
Again between Carl and myself we managed to get the charging of the alternator working.

While Carl assisted Bill on the Dsc I removed the wiring from the generator, extended the wires to the alternator. We cut out the regulator, and after some playing around we assessed that there was a need to join some wire off the regulator to have charge to the battery. When Carl came back it was time to test run and the charging, after Denyse went home to uplift the manual, as there was no charge. What was required was a jumper wire to complete this task.

With the engine at a fast idle there was enough charge going to the battery with all the lights working. This is what Denyse wanted.

Saturday 15th

I started to tidy the wiring on the alternator and for the oil pressure switch. Running the alternator wire through some 25mm conduit which is tied to other conduit in place.



I assisted Carl in the removal of the air operating reverser valve. While again I assisted Bill with the lubing of the gearing on the bogies of the Dsc, I cleaned the stripped the valve. Found that the shank of the valve has some slop to which Denyse suggested to replace the valve. Bill is to look into a replacement valve.

Carl has taken the reverser valve home to see what he could do with it. Carl informed that a person he knows may be able to do some repairs.

While trying the lights and the charging this indicator switch burnt out. This was replaced and the ditch lights are working again working.

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Saturday 22nd.

I have removed the shaft and generator which are tagged and stored in shed N°6. The bracket/clamp which held the generator is still on the engine.

