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My hours worked so far;- 2, 6, 4, 6, 6, 4, 2.5,

Saturday 02nd.

Noel had made up the “new” duckboards for the open car which Jim H and I installed. We also removed the two steel framed seats as well.

The floor on this vehicle needs some “TLC”, to remove some of the rust scale.



It is nice to be-able to have the car by the locomotives as this will save some effort in carting my tools to my work area.



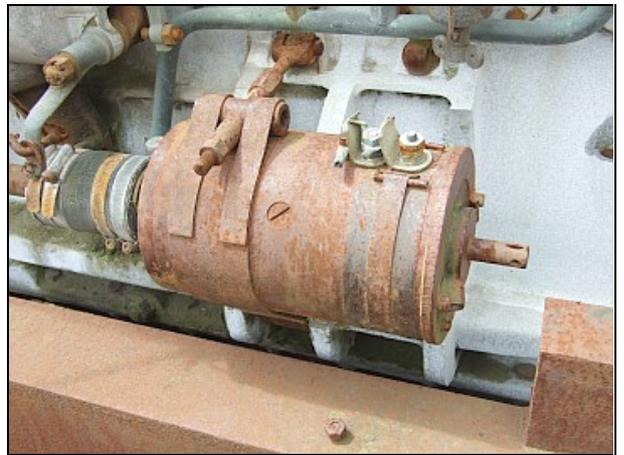
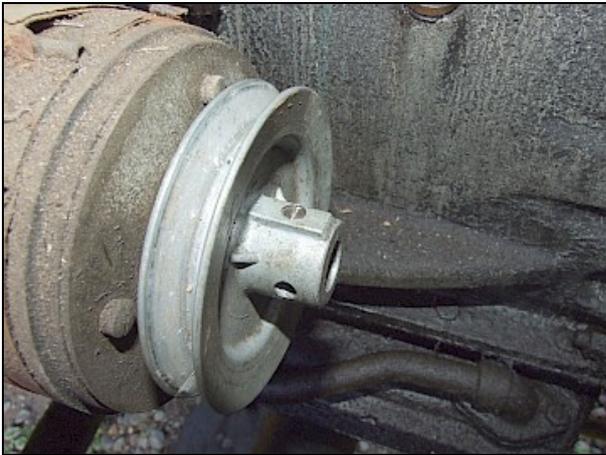
Have worked out the radiator may be leaking top half of the core. It is not very fast but will need to be watched.

After some discussion with Denyse have worked on a method to site the alternator which will be on the rear end of the generator. I have worked on a pulley to fit. This was sleeved and grub screwed with a screwdriver. Denyse is not in favour with this situation as the pulley shaft hole is longer than the generator shaft. This may cause the pulley to work loose. Did discuss more options and these will wait and see. On dropping Noel at his home we were again discussing things as we do. He showed me a pulley which may replace the one that was secured on the generator today. Denyse to site and his opinion required.

Battery box which Noel had manufactured is all but ready to bolt in. I have made up some bolts with a square washer welded at one end, *(These will need to be recessed a few mills so that the batteries are not making contact on them)*. These will be under the batteries and nutted up from under the running board with spring washers, to hold the box in place. I broke two of my drills with this job! Denyse rang later in the week to suggest to use the generator from off the Drewry Shunter as this is not working. We use this one to mount the alternator of the end with a pulley as the end shaft is somewhat

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longer. This will be swapped over later in the piece while the locomotive is operating and a mount for the alternator is made.



Saturday 16th.

The weather was not much bit of rain and drizzle most of the morning cleared a bit in the afternoon.

Sorted the duckboard in the Nak6078 open car.

Also sorted the "P. A." fault with all the speakers with a cord with mono in and stereo out. Worked well as was told that woke the dead in Waitara.

Finally chipped away in the battery box for the bolts to hold it secure it to the running board. Looked at the battery leads and have enough to jump between the batteries.

Bill and Carl have been busy with the valves, cleaning and painting them.



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The battery leads have been uncoupled and the short leads will be used between each battery, after some work required to make fit.

Saturday 30th.

After lunch I started sorting and cleaning the jumper cable for the batteries. There are cables that attach to the poles, these I have spread to make contact on the batteries from the D^{sc}, and added longer bolts to fix. As the rain started to set in I then commenced working on the front wheels for the trolley that I had started work on some time ago.