

JIM BLYDE'S REPORT OCTOBER 2013

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Saturday 05th.

My hours worked;- 2, 6, 4, 6, 5, = 23 hours

Saturday between Brian and myself we managed to prepare and weld the replacement top on the left side of the cab window. There are some gaps which will need bogging as the gaps are too wide to fill with weld.

Using the mig welder still taking some getting use to. Again cleaner the area to welds the better. I went in search to find some window rubber and searched on the left hand side of the Zp. I did manage to find some rubbers but these are of no use as of cracking with old age.

Will get a team to continue the search on the right hand side the southern end for window rubbers.



Saturday 12th.

With Noel, Keith and myself, we had a look through the Z^P wagon to site any more window rubbers. Not able to find any Keith decided to look through the Takapau Guardsvan. After some little time Keith came across some and passed them out. I think these belong to the Drewry shunter.

Noel, later in the day made mention that there some window rubbers in the shed between the trolley sheds. With the rubbers left over from today's exercise will go into the above shed.



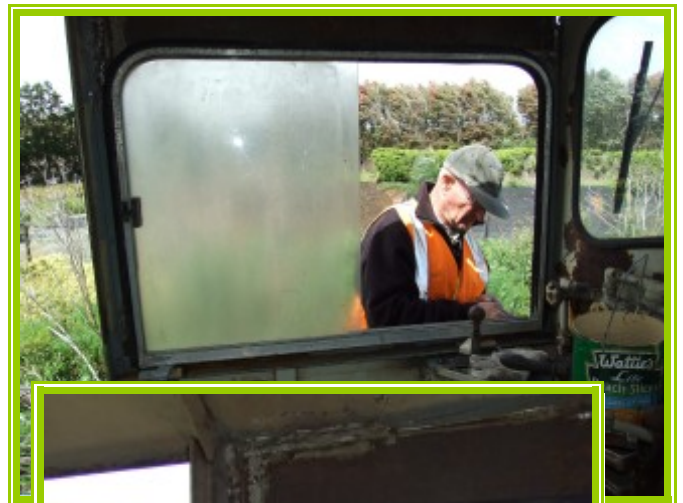
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After my smoko assisted by Noel and Carl we tried installing the window rubbers. This job was completed, had some help from Jamie a bit later in the day. With Noel we cleaned the sliding tracks and glass channels. A block of wood will be cut for under the window frame to help hold it up. Will require some sealing under the frame on the outside. Noel is make inquiries about some Perspex for the fixed frame.

Denyse took me on a tour around the engine to refresh my understanding about the engine etc. Sounds as though that the engine could be started next Saturday, if the batteries are Ok.



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Saturday 19th.

Finish working on the window frame by inserting the wooden block under the frame to help hold it up. Sorted through the six volt batteries from the D^{sc} 2584 to try and get the best ones and put them on charge. Carl gave me a hand to make some repairs to a jumper lead as the cable was all but broken through. I did make a start to check the batteries with the hydrometer and showed some cells either flat or half charged. When the charger was charging the amperage was of about five amps. Later in the day the charge rated had dropped to four amps. When I left the yard the charge was set for about 4 – 5 hours.

Started to check the air cleaners. The oil element for the compressors is removed and will clean to replace. There was some difficulty with the engine element as it was tucked in the front off the engine room. With some help from Carl this we managed to extract. This will also be cleaned and returned. Later will be making some inquiry about paper elements for both '407 & '414 compressors and engine air filters.



Left;- Can see where the timber is under the frame as per the other side.
Noel has ordered the Perspex to complete the installation.



Above;- Carl is soldering the lead to the hand grip.



Job completed and charging the batteries.

As I have no report for the D^{sa} 414, Carl dragged me to catch up with what he has done so far. With the mock up board he has installed some switches and fuse carriers.

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Saturday 26th.

Noel and I were the first ones on site!

Once everyone had settled down we all progressed to our respective jobs. I asked Dave if he could was the engine air cleaner with some old diesel. This he did and a good job at that.

Once I got the air cleaner ready to nut up, reloaded the oil to the bath. Then nutted up.

Removed the handpump and covered where the pipe went into the tank with some rag. The pump and pipe work is in N°3 shed.

Removed the battery box. This is rusted out at one end. After some very deep discussion we decided to rebuild the box with timber. I asked Noel if he could do this form me. He agreed to do so.

Bill did some work in the cab but as to what, I do not know yet.

