

**1). STRIPPING COACH INTERIOR AND TOILETS – SAT, 22 MARCH 2013:**



P13 - Work continued on 'Dusty' the Semuma Coach. The contrast in the paint colours is interesting to see, and Dusty still wears the old style oxide red roof. There are so many holes to patch, the coach will likely need to be resprayed.



P14 - Here is some bad rust that broke out around a toilet window. This is an unusual location for the rust especially as the toilets don't have steam heaters and it is likely there is a roof or window frame leak letting water into the framing.



P15 - Here's a problem the coach boys found! Dusty's windows have a fibreglass cowling as an insert (see the extra rubbers?) and they do not match those of our other coaches. The window glasses are a lot harder to remove.



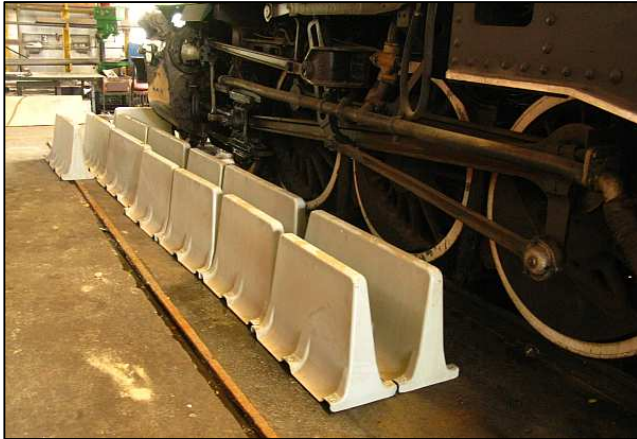
P16 - Gordon wrestles with the jammed counterpoise linkage of a seized window. One of the other windows was smashed. As the louvered shutters are incompatible with the sleeper coaches, they will now remain where they are!



P17 - To get the wall panels off, the steam heater covers had to be removed, leaving this 'cross-sectional' view of the densely-finned heating pipes. These have caused rust in many coaches through rising steam from leaks and we are removing this obsolete equipment on any coach we rebuild.



P18 - This was the second coach interior stripping session. Nicholas is seen gamely working away at the BIG jumbled pile of 3<sup>rd</sup> class seats – all of which were cleared by day's end. In the background, Gordon is grinding away the corroded bolts that retain the steam heater skirting covers.



P19 - Some neat rows of fibreglass seat backs which had to be parted from their support frames to be able to get the coach seats out through the windows. Most of these are still in good condition and will be likely stored as spares.



P20 - Aidan brokers a divorce between another seat back and frame. These were each held on with eight bolts and none of them were captive fittings. As the coach was stored with the windows closed, the bolts weren't too bad.



P21 - The passenger cabin is almost clear by 4pm. We have approx. 100 retired aircraft seats stored on our behalf at Rand Central and are discussing the fitting of this coach with those seats for better comfort than the existing. If it doesn't work out, we will work out a padded solution – but we don't want to turn out another 'hard back' coach.



P22 - 'Big Robbie' figures out how he is going to get into that little cubicle to wrinkle the SAR-style 'thunder pot' out. We are going to demolish the left toilet compartment to use that area as a corridor, and extend the right compartment to the middle. Otherwise, fitting a domestic type toilet results in very cramped seating and the door getting in the way.



P23 - Robbie patiently grinds away the rusty, urine-corroded bolts holding the flap-bottomed toilet pan down. These little compartments look dingy even when those old laminates are cleaned, and fresh paint doesn't help much. The walls need removal before the new flooring is laid.



P24 - Alan's FAVOURITE position – elbow-deep inside a live distribution board. The vestibule lights will need to use converted existing-style fittings as the high-efficiency integrated fitting used in the interior are now only available in 2ft lengths, too long to fit into the existing recesses.