

THE IVATT INFORMER

Recording progress with LMS 10000

The coldest time of year has seen teams meet at Centenary Works throughout, however the onset of Storms Eunice and Franklin led to volunteers staying at home. Fortunately our workshop survived well with a minor puddle being the only visible sign. The work done By Tony Ellershaw on the gutters running along the building's rear, have proven robust and successful.



On the 5th, Paul told us:

"We had the gear drive cover off today. In this picture you can see the triplex engine timing chain and the governor drive gears on the end of B bank crankshaft It was 'difficult' to remove without damaging the nebar gasket"



"The 1947 16SVT engine is ready to go off to Lincoln to be overhauled and have the alternator fitted to it. The aim is to have it running by the end of the year."



And off it goes.... Thanks to T.W. Bowler and Steve Foster Cranes for another hassle free move, and our volunteers who turned out to assist. We will be visiting the engine regularly to check on progress, and will post more information and pictures as the overhaul progresses.



The ring gear for our engine being prepared for fitting at IMPS.



Further photographs of the power unit lift and move are at the bottom of this email.



Sturgeon News

Our Sturgeon wagon has been in continuous use by the Ecclesbourne Valley railway over the winter as part of their track renewal programme before the running of public trains this spring. As such we delayed stripping the chassis from 58022 in order that the railway could make use of our Sturgeon to complete their work in good time.



Fundraising News

Fundraising continues. We have a variety of work planned for the coming two years. This includes:

- Stripping 58022 and preparing it to fit the bogies.
- Refurbishing an alternator and fitting it to the power unit.
- Moving

the
second
power
unit
from
the
military
base.

- Moving parts from Holland.

Each of these tasks are dependant upon third parties and we will have to act quickly when they are ready.

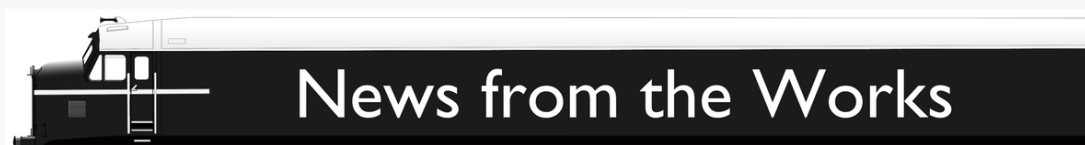
Monthly donations from members affords rental of our workshop and day to day costs. It's a steady stream of income that forms a firm foundation. To achieve our aims above, within a suitable time period, a sum of around £30k is required in addition to recent donations of £5k and £10k for which we are very grateful.

Please consider donating to one of these activities. Our donation page is www.lms10000.co.uk/donate which includes direct via the bank or via Paypal.



On the 2nd, Bernard wrote:

"We removed the last CO2 nozzle from the 58 framework and I tried to disassemble. It needed some heat treatment to get anything to budge [10 mins sitting in front of the diesel jet heater]. Now all released. Lots of PTFE tape on the two threads. An intriguing 3-part (?) washer on the larger diameter piece. Two copper washers of different thicknesses on the smaller diameter."



On the 3rd, Mick wrote:

"Weekly update, worked my now regular cold day in the works on Tuesday progressing the old paint removal from the exhauster components. I purchased a Lead Testing Kit to check the old paint for lead content and the test proved positive yes it does contain a small amount of lead, subsequent tests proved that its only in the metal primer coat, no heavy metals were indicated to be present in the 2 top coats. So if working in an enclosed space it would be a must to wear a fine particle face mask and being careful to try and not create any airborne particles of paint dust. So on this occasion I just used a scraper and hand held wire brush carefully to remove the old paint and then vacuum the arisings often. So its a good thing there's no rush to get them finished. Here is the Lead Paint Test Kit ready for use."



On the 11th Mick wrote:

"There were two sessions at the works this week, Tuesday was a balmy 9 degrees outside and with the heater on in the rear workshop and a bit of sun on the tin roof I was able to get the temperature up sufficient to do some painting, so once all the old paint remnants were finally removed I gave the separator tank and cover a single coat of paint and by the time I was leaving at 4pm the paint was drying ok.

Progress on obtaining the replacement vanes in modern materials is slow going and frustrating but I'm remaining positive, hand finishing/fitting each in situ vane may be required to produce the goods, but I'm no stranger to artisan dressing.

On Friday/today I joined the gang for a extra day with the lifting of the engine onto the transport for

its journey to Lincoln for refurbishment, no problems were encountered and an enjoyable and rewarding day was had by all."



On the 23rd Mick said:

"Hi all, worked a few hours in the works again on Tuesday. Not a great deal to report this week as I'm still on with cleaning and painting the exhauster bits most of them are done now. As the temperature was ok for painting I re-coated the separator tank and lid. Removed the old paint from the vacuum pipe, paint next week.

I moved onto dressing the thread that had been damaged on the rotor shaft, the first couple of

threads were rolled over and the nut would not start on the thread. I seem to have misplaced my thread file so I used a rifler file to dress off the rolled over threads, and then gently coaxing the nut to screw on in the time honoured fashion using a small hammer. The nut now spins on freely."



Other news.....

Centenary Works will be open to the public on April 22nd - 24th to coincide with the EVR's Spring Diesel Gala.



SPRING
Evesbourne Valley Railway
DIESEL GALA

Fri 22nd - Sun 24th Apr 2022

with special guest
55019 "Royal Highland Fusilier"
plus
D9537, 31601 & D1842

www.e-u-r.com

More images of the lift and move to Lincoln of our power unit. Photos by Bob Harris, Mick Clamp and IDRS Trustees.















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