

THE IVATT INFORMER

Recording progress with LMS 10000

Welcome to the March 2022 edition. We have continued through the cold months to do some work. Thanks must go to those valiant volunteers who attend weekly to achieve work. We also have volunteers who work from home, largely without any visible result. But a warm thank you to everyone who does so, notably Andrew, Drew and Paul.

As it's coming up to financial year end, please remember, if you can Gift Aid any donations and subscriptions, it helps us increase their value at no extra cost to us. If you're not sure if you've sent a Gift Aid declaration in, contact us by email and we can check. [Here is a link to a downloadable Gift Aid form.](#)



On the 4th Mick told us:

I performed for a few hours on Tuesday, not a great deal happening at the moment as I'm still chasing around for replacement parts. I did get the separator tank vac pipe painted and selected and started cleaning the next candidate for the treatment. I couldn't find the correct size eyebolts to lift the exhauster to get to clean it properly. I've now been given permission to look in Paul's kit to find some. Next week I want to measure the rotor/casing clearances, I've removed the pipe to allow access to the internals, boy you should have seen the gooey gloop (oil) that crawled out once the pipe came off, sorry I didn't photograph the removed pipe (but it's only the same as the one I painted), it's my first action next Tuesday.



News from the Works

Mick's report on the 9th said this:

It was a day of checking and measuring really, first job was to double check the dimensions, wear tolerances and clearances of the rotor/vane. Then compare these to the vane clearances and tolerances on the production drawing that has been supplied to manufacture the replacement vanes in modern materials, all dimensions checked out ok, in my employment days these checks would have been done by another engineer.

I then moved onto checking the rotor/casing running clearance on another exhauster, this is a step in the maintenance procedure to prove if the machine is still serviceable. The running clearances proved that this machine is in serviceable condition and it will be stripped, cleaned examined, painted and rebuilt with new vanes once the other machine is back together.

The picture show the rotor/casing clearances being checked with a 0.0025" feeler gauge, and how worn the vanes are when installed in the rotor slots. Measurements suggest 0.090" in this case although the maximum wear tolerance stated in the service manual states 9/64" about 0.150".



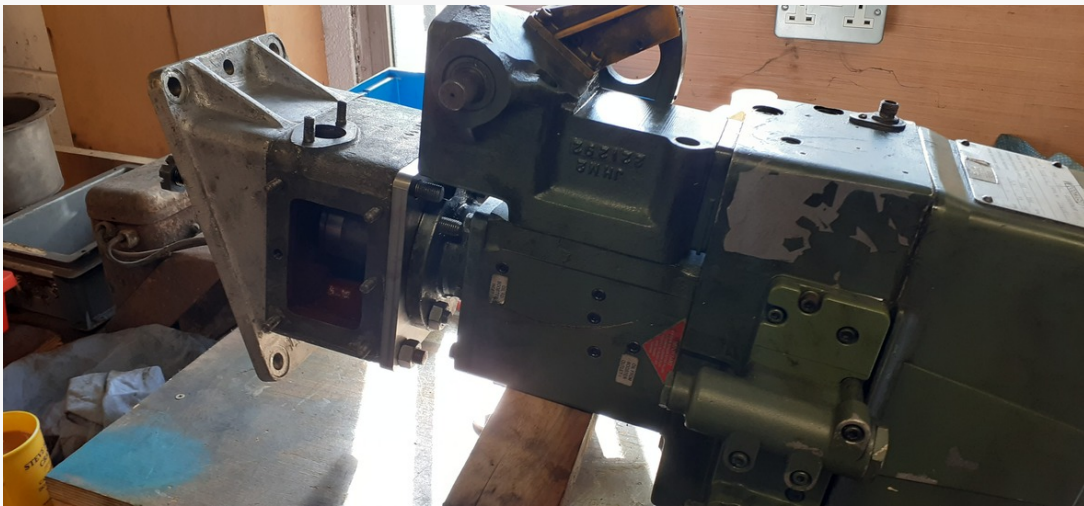
On the 11th the battery box from 58022 had been stripped out ready to be repaired. Meanwhile all the internal parts will be cleaned up, tested and repaired if necessary. It has suffered from sitting in

a puddle for many years, which wasn't previously a problem as originally we weren't going to use it. On inspection, the cubicle and alternator turned out to be in better condition than we thought, so the decision was made to use both. The charger is more or less complete, and we now have several working control modules, so once Phil has repaired the hole in the bottom, the whole unit will be refurbished. Luckily none of the internal components were sitting in water, as the control module tray sits on these pedestals. You can see the area needing repair at the bottom and on the second photo. An easy cosmetic repair.





On the 18th Phil sent us a picture of the adaptor fitted to the former class 56 Governor. Fantastic work being done by Gareth Davies. This will attach between our 16SVT power unit and the ex-class 56 Governor. Here it is seen during a trial fitting.



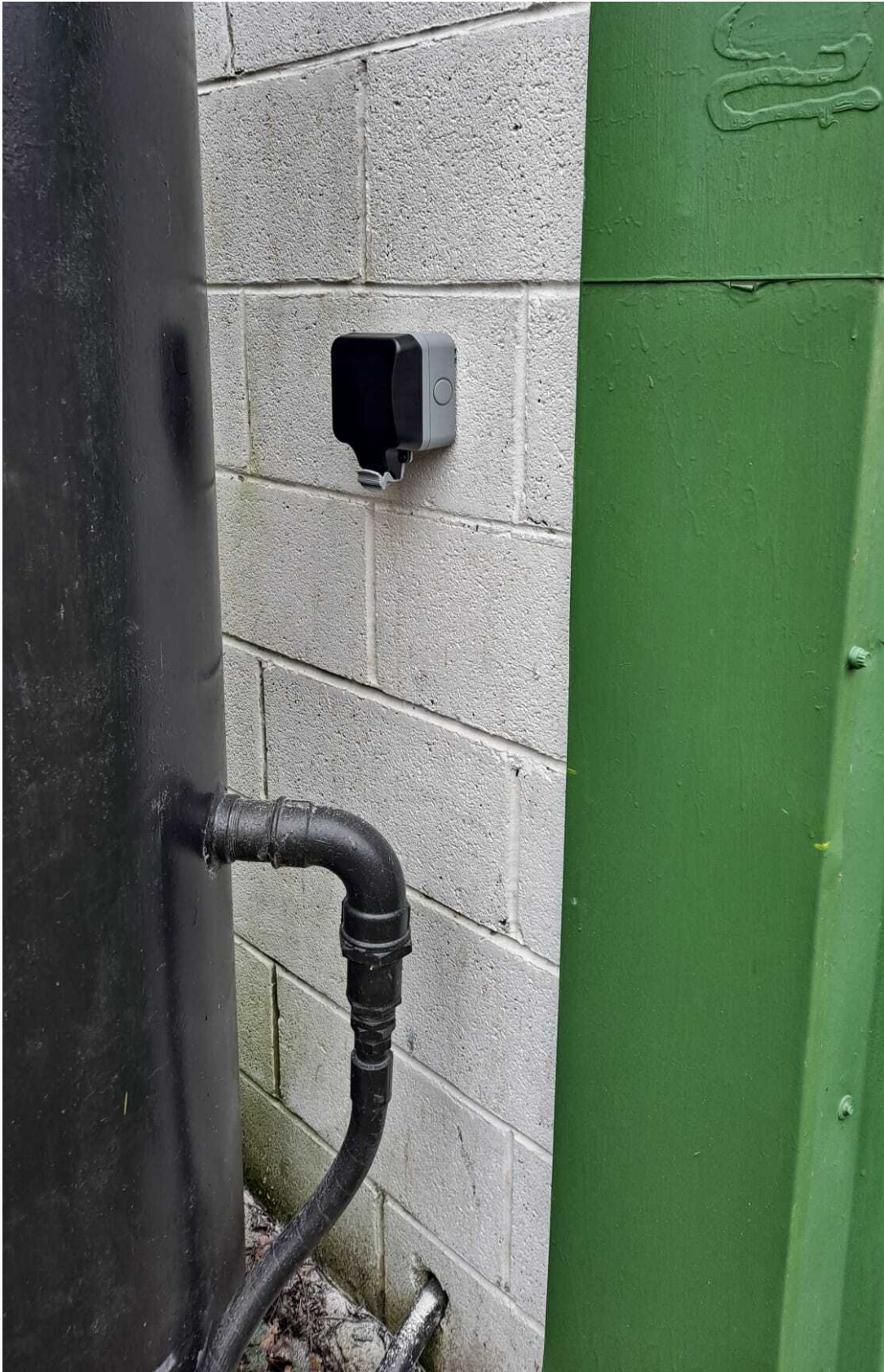
On the 18th Mick told us:

My main task was in delivering and unloading with assistance from Tony my hydraulic motorcycle table lift to use as a workbench, and thank you Les for the loan of the trailer. I also returned all the Exhauster components that I took home to clean and paint. Assembly will commence in slow time once I have collected together all the replacement parts. For our open days and as a guide to a complete exhauster I will be setting out the components on the bench in order as they appear once assembled. Looking at the pictures I think it needs a white tablecloth, I might have something suitable in the garage.



Tony reported that on the 29th an outside power socket has been fitted to aid work at the rear of the workshop. It is situated behind the workshop's external air tank.





On the last day of March Phil told us "Almost finished the repairs to the battery charger cabinet . Removed badly corroded base ,and fabricated new section and welded in . Thanks to Gareth at TAS Eng for use of the facilities. "





Other news.....

Our quarterly Co-Co Club draw has just been made. The winner collected £99.75

To join this lottery club, see this downloadable leaflet:

<https://drive.google.com/file/d/13GeiiEcB8oQaZ2tUrNP6rCRyj0g8Rkiz/view?usp=sharing>

On the 31st, Paul put down a deposit for a Sanderson 725 Telehandler. He and other members are sharing the cost on behalf of the Society. This machine will ease the way we strip 58022 along with other tasks at the workshop.

Paul told us:

"It was a long shift yesterday. I got in at 1am after hitting every road closures going. It's a Sanderson 725 1989 model with manual gearshift and a proper clutch, it has had a very low hours Ford 400 series engine fitted by the owner two years ago (better engine) which was serviced in November. He has attended to everything over his tenure so it drives and works better than a much younger machine Well worth the effort and money.





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