**IVATT DIESEL RE-CREATION SOCIETY**

**CONSERVATION STATEMENT**

**Background**

The Ivatt Diesel Re-creation Society (IDRS) exists to design, construct and operate a re-creation of Britain’s first express passenger diesel-electric locomotive, the London, Midland and Scottish (LMS) Railway’s locomotive 10000. The original 10000 was designed and built at the LMS locomotive works in Derby in conjunction with the English Electric (EE) company during the tenure of H G Ivatt as the Chief Mechanical Engineer (CME) and was unveiled in December 1947, shortly before the nationalisation of Britain’s railways. After relatively short careers the original 10000 and twin 10001 were withdrawn from service by British Railways (BR) in the mid-1960s and subsequently scrapped.

**Context**

The unique nature of the project to re-create 10000 means that the IDRS approach to conservation is necessarily more nuanced than that of groups restoring and operating heritage steam or diesel locomotives. As a re-creation 10000 is neither a historic relic restored to operation, nor a new-build replica created completely from scratch. Instead, it is a professionally engineered amalgam of major components, the majority either contemporary with or which can trace their design heritage to the original 10000, all contained within a new bodyshell constructed to current standards which replicates the appearance of the 1947-built locomotive.

**Approach to Construction**

In simple terms it is helpful to consider the re-created 10000 as a combination of the following:

* “Original” components – re-used for their original purposes “as is”, e.g. the BR Class EM2 bogies complete with traction motors, or the EE 16SVT engine.
* “Adapted” components – re-used generally for their original purposes but with modifications to facilitate their integration, e.g. the underframe and electrical control cubicle from a BR Class 58 locomotive dating from the 1980s.
* New Construction – from scratch, following the original LMS design as closely as practicable both aesthetically and functionally, although with modifications where necessary to be able to utilise materials, skills and manufacturing methods readily available in the 21st Century and/or to satisfy current regulatory requirements. This will apply primarily to the bodyshell structure, piping and wiring runs, and safety-related features such as the fire protection system.

**Practical Considerations in the Re-creation**

Reflecting the Society’s objectives, the intention is that the re-created 10000 will visit and operate on many different heritage railways, giving visitors the opportunity to see, hear and ride behind a locomotive that is a convincing and faithful representation of the original. This objective determines prioritisation within the approach to the re-creation and any necessary balancing of potentially conflicting considerations, including between incorporating elements which are contemporary with the original 10000 and using more modern equivalents, with the following decision-making hierarchy applying:

* Firstly, that the locomotive is constructed in such a way that it meets the applicable regulatory requirements and can be safely operated and affordably insured to work passenger trains on heritage railways.
* Secondly, to keep the locomotive operational, key components of the locomotive must be able to be replaced in the event of becoming life-expired or needing to be removed for periodic overhaul. Alongside the items necessary for the immediate re-creation of 10000 the IDRS is accumulating a stock of strategic spares, but it is acknowledged that, for the locomotive to remain in service for at least 50 years once constructed, a point may ultimately be reached at which replacement of certain parts with more modern equivalents may become necessary.
* Thirdly, IDRS considers it highly desirable to re-create 10000 in such a way that the necessary certification for the locomotive to be hauled ‘dead’ over the national network can be affordably achieved, thus facilitating transfer between heritage railways and the ability to be exhibited at open days at the depots of train operating companies.

**Conservation Philosophy**

By being used in the re-creation, components contemporary with or drawn from later locomotives which trace aspects of their technical origins to the original 10000, will be conserved in as close as possible to their original form to perform their original purpose for as long as is reasonably practicable, subject to the considerations of the hierarchy above. Should they eventually have to be removed from the locomotive then, where it is practical and there is value in so doing, they will, generally in this order, be either:

* Placed on static display at the IDRS Centenary Works facility at Wirksworth or elsewhere with appropriate interpretation to explain their purpose in the locomotive and their historical significance in the evolution of British locomotive design and development.
* Offered to other groups to which they may be of use for static display, either incorporated within a locomotive, vessel or fixed industrial setting, or as stand-alone items.
* Dismantled to release parts which may be reused either by IDRS or other heritage groups, or to serve as patterns for the manufacture of replacements.

Only when a point is reached where they are of no value for any of these purposes will items be scrapped, with any value realised being used to support the continued operation of 10000.

**\*\*\* ENDS \*\*\***