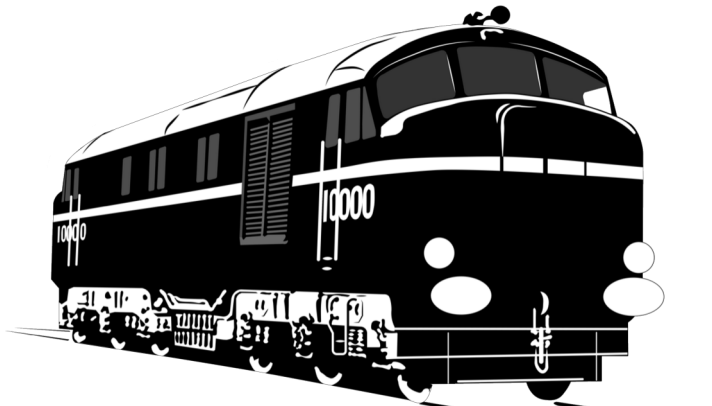


# ICON



## IVATT DIESEL RE-CREATION SOCIETY

Issue 10

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*Happy faces! The successful extraction of the first (and least good condition) Traction Motor took place on Saturday 22nd April.*



## Welcome to Issue 10 of ICON.

Since last October we have continued to make progress, though at a slower pace than we had anticipated. However, we are gearing up for the final stripping of 58022.

Part of that process saw trustees and regular volunteers chip in to buy a Telehandler which will make the work a lot easier and cheaper, rather than hiring cranes. *See page 14 for that story.*

*Photos in ICON 10 by IDRS volunteers Mick Clamp, Tony Ellershaw Paul Etherington, Andrew Hoseason, Phil Stanbridge, unless stated. Below, 10000 at Northampton in 1960. IDRS Collection.*



# Agenda for the Annual General Meeting

**Date & time: Saturday 8 October 2022, starting at 1pm**

**Venue: Memorial Hall, 39 St John's Street, Wircsworth, DE4 4DS**

This AGM will also be streamed live online and details will be available on the website news page.

1. Welcome and introductions
2. Apologies
3. Minutes of the previous AGM
4. Annual Report
5. Treasurer's Report
6. Engineering Summary
7. Election of officers
8. Confirmation of other roles
9. Publicity and Fundraising
10. Moving forward
11. Any other business

12. Date of next meeting
13. Open forum questions

Motions for the agenda should be received by the Secretary no later than 1pm on Friday 7th October via email to [info@LMS10000.co.uk](mailto:info@LMS10000.co.uk), phone to 07551 621685 or by mail to IDRS, 46 Biddick Village Centre, Washington, NE38 7NP.

## The power unit has moved

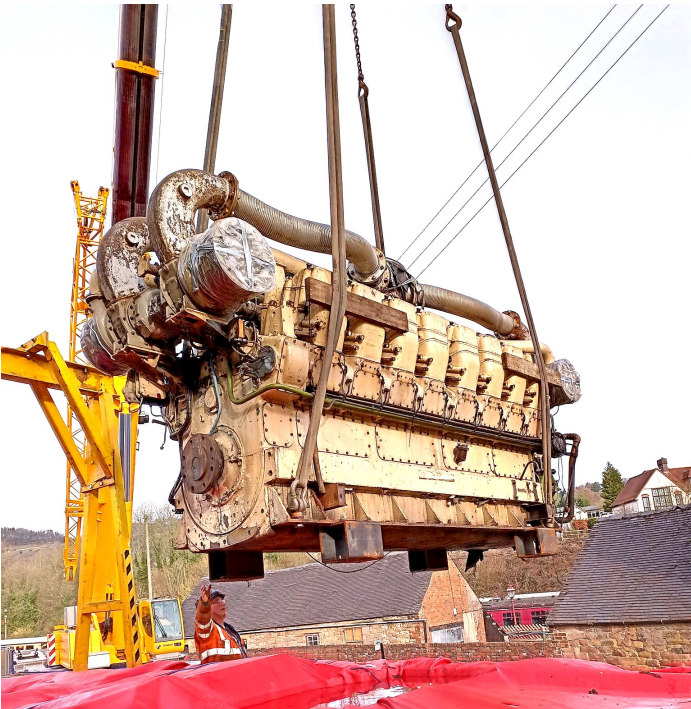
*Photos by Mick Clamp, Bob Harris, Paul Etherington and Phil Stanbridge.*

Our English Electric 16SVT power unit number IH1861 was taken from Wircsworth to covered accommodation at IMPS in Lincoln. We are very pleased to be working with IMPS on the overhaul project. They have a huge amount of experience and expertise, and are well used to dealing with vintage EE engines.

In the fulness of time IMPS will refurbish an alternator for us and fit it to the power unit, together with the governor. Meanwhile, it is in dry storage. We are grateful to IMPS for their support .

On the top row opposite we see two pictures taken at IMPS after arrival of our 16SVT engine. The ring gear for our engine is seen being prepared for fitting.







# In the Works

## Mick Clamp

Recent work has taken place on the following components

- ⇒ Exhauster
- ⇒ Lifting frame
- ⇒ Generator
- ⇒ Governor
- ⇒ Battery box

### Exhauster

For future clarity I will call this - Machine No.1.

It was dismantled and all components cleaned, inspected and painted.

Information about replacing the vanes with a modern suitable material was sourced and a supplier identified.

We are trying to locate any other Heritage Locomotive Groups that require replacement vanes for their machines so that a quantity order can be placed thus reducing costs.



As this machine was partially dismantled prior to starting the refurbishment, it will remain so for the foreseeable future, for trials of the drive motor/mounting plate and replacement vanes.

The prepared components of the machine are in a dismantled state and on display at the works open days. Machining of the rotor may be required once a drive motor has been identified and a drive motor mounting plate adapter may have to be manufactured.



I have identified the next Exhauster for refurbishment and have already checked the rotor/casing clearance, which were correct. This machine will be identified as Machine No.2.

The 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. All dimensions checked out ok. In my employment days these checks would have been done by another engineer.



The first picture is the Exhauster Rotor complete with its 4 Vanes. As the rotor supported by roller and ball bearings spins in the casing the vanes slides out of the slots to make contact with the bore of the casing and with the centre of the rotor being offset to the centre of the bore this creates a pumping action through volume displacement. Reverse this action and create a seal in the bore of the casing with oil and it will create a suction or draw a vacuum.

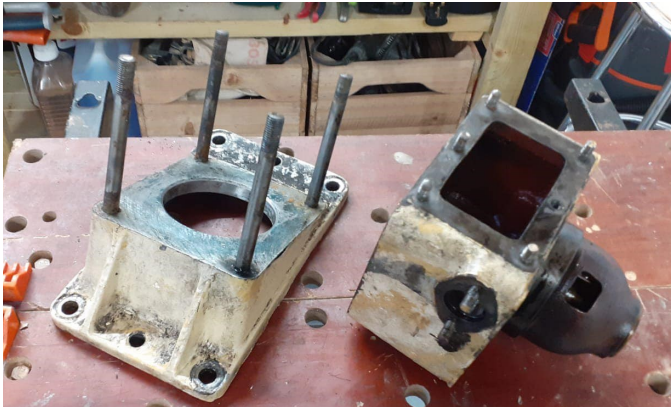
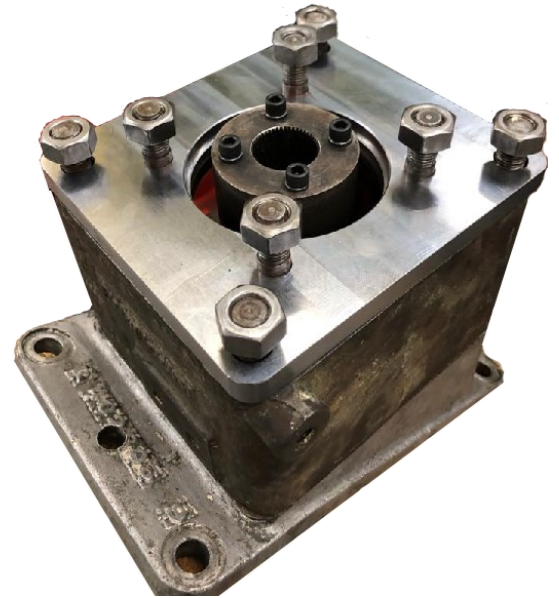
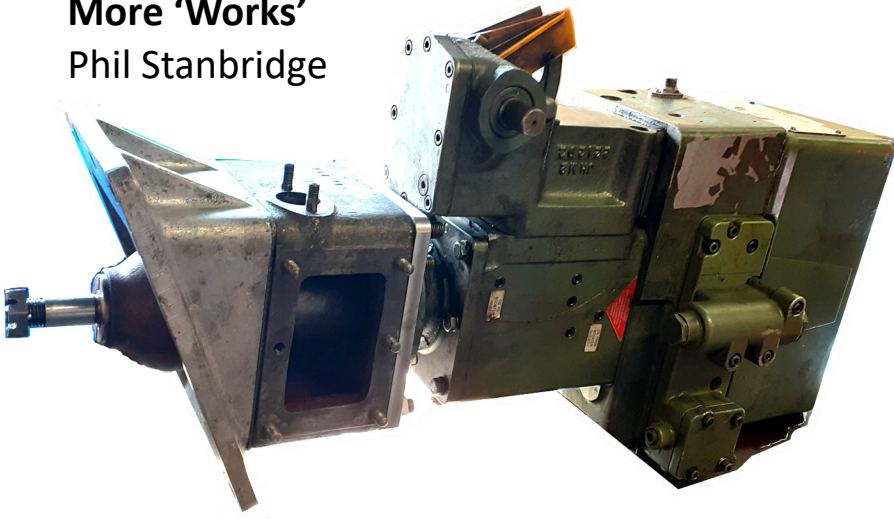
The pictures above show the rotor/casing clearances being checked with a 0.0025" feeler gauge, and how worn the vanes are when installed in the rotor slots. Measurements suggest 0.090" in this case although the maximum wear tolerance stated in the service manual states 9/64" about 0.150".

Refurbishment of the ex-58022 Fuel Oil Lift Pump, *pictured top right*, has commenced and is ongoing to make it ready for use on 10000. The above tasks will be progressed at a steady pace but will be placed aside to respond to any and all requests for support on the 58 stripping and chassis modifications.

Here're more images of the refurbished Exhauster 1.



**More 'Works'**  
Phil Stanbridge



**Governor**

The former class 56 engine governor was earlier setup to run with our EE 16SVT power unit.

A governor controls fuel use and engine speed during the varying conditions met on a journey.

Thanks to Gareth and Phil of TAS Engineering who machined an adapter plate and modified the drive shaft. The box it is mounted on is the original off our power unit..



**Lifting Frame**

Independent certicators passed the frame's weight test, above, but its top beam was slightly warped, so we replaced it... in snowy weather!



# Generator



One of our Trustees offered a generator as a fundraising opportunity. Over the spring we have had it professionally overhauled and it is now due to be sold, in aid of the Society.



## Battery charger cabinet

The box was taken to TAS Engineering where the formerly corroded base was repaired. The remainder is now ready for further cleaning.



## Lifting a Traction Motor Paul Etherington

For the recent Gala it was decided to give the visitors a chance to look at our ex-EM2 bogies properly. So on the Saturday before, the dedicated IDRS volunteer team set about removing the heavy tarps and correctly folding them up. It was great to see the bogies after being kept very dry for the first winter in many years. Friday soon came along, with the visitors showing much interest in them, asking many questions for Tony and myself to answer.



During this time I did a physical inspection to ascertain if there were any outstanding issues. I also clarified what certified equipment to put in place prior to the planned removal of a traction motor.

Our only obstacle to evaluating our methods and equipment was the main traction motor locating pin, which was known to be heavily seized.

*Photo, removing the upper cover. Mark Langley.*

Knowing that this ambitious plan hinged (quite literally) on removing the 3 inch diameter 'fitted' pin that, despite regular lubrication, was solid, I had loaded up every jack, puller, bar and packer I had.

On the Friday morning the working area was set up properly, before visitors arrived for the gala.

Our action plan was to ensure that we did not damage any fasteners, nor other bogie components, or people, during our planned activities.



After three hours of careful exercising the pin with tiny movements in and out, it finally started to make that reassuring noise and movement that meant we had won. And win, we did!.

We decided that we would test lift the motor whilst still attached to the axle, to fully test our lifting equipment and the lifting plan. This important step would allow us to leave the traction motors safely in place if any flaws or unseen issues became apparent during the lift.

All was found to be good after making minor positional alterations. As time was moving on, we rested the motor back on its steel failsafe stops and had that 'point of no return' chat that didn't last very long!

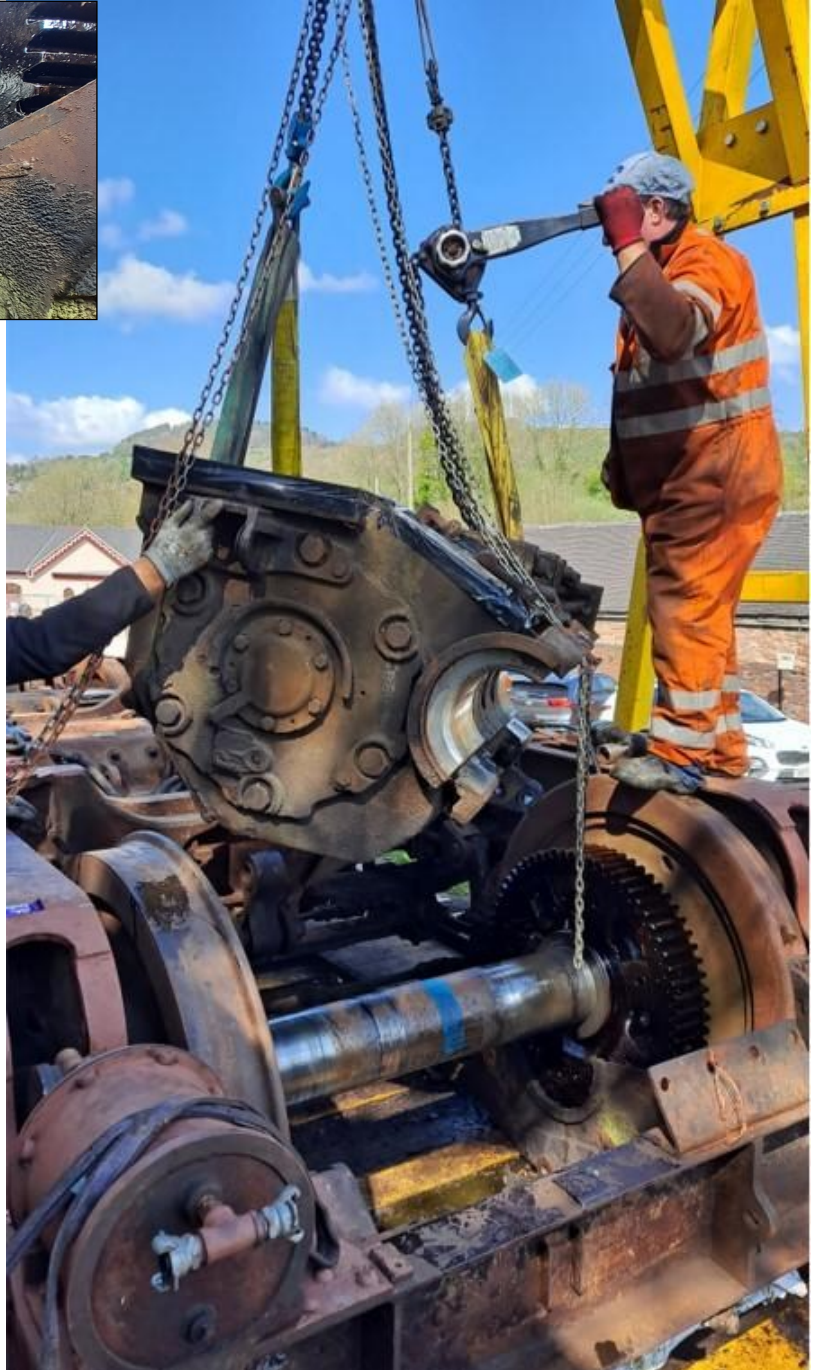




We swiftly moved onto removal of the largest white metal bearings and housings fitted to a BR locomotive to my knowledge. These were carefully but swiftly lifted onto the adjacent pallet and taken indoors out of harms way.

Careful rigging then took place to ensure that, once in the air, the motor turned through 90 degrees, enabling enough room to fit between the lifting beam and the bogies. Job done!

We swiftly tidied up and once the interested bystanders had dispersed, Phil and I enjoyed a well earned pint in the Apollo Bar. Many thanks to Phil and Tony for their efforts. Every part of the lift went exactly to plan!



Following the gala Sunday I decided that prior to coating the axle in protecting Denso Tape, as seen below, I should inspect the bearing journals and measure them accurately.



It became apparent that even though one of these bearings had suffered from water contamination, *seen right*, no serious corrosion had occurred.

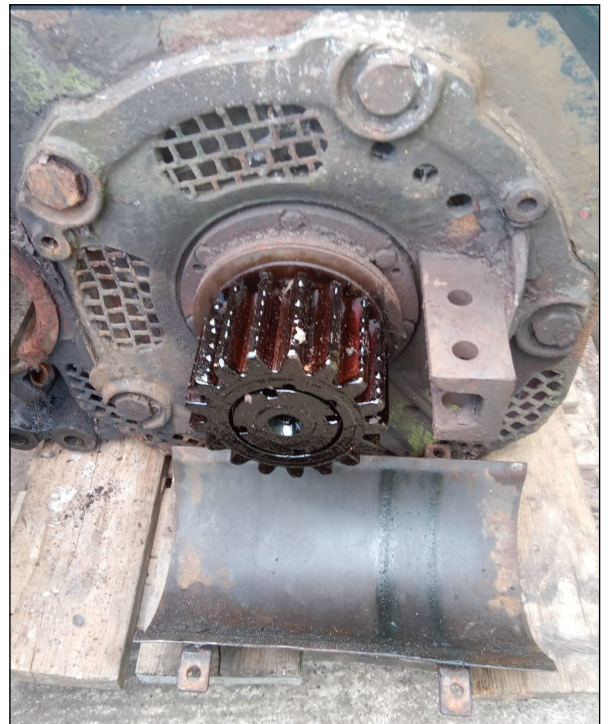
However, one well established water mark was observed. More evaluation and cleaning will be required at a later date.

It was also found that the bearing journals had been machined, possibly on a number of occasions during its mainline career.

The drawings of the axles stated that the journals were 8¼ inches in diameter when built. This axle was marked up to 20795mm which was obviously done when last shopped at Tilburg. When measured I realised that this was the metric equivalent to 8" 187 Thou, a difference of .063" Thou from when built.



The whole axle was then wrapped to further protect it until further inspection takes place, along with the gear teeth. Lots more to follow....



If you are interested in volunteering, please email us: [info@lms10000.co.uk](mailto:info@lms10000.co.uk) or call 0755 162 1685

## Ivatt Informer

Each month we send out an email to all members and supporters. This gives a brief update about progress during the previous month.

### Make sure you get our email

Members are reminded to check their junk mail folder in case emails from us are filed there. We encourage you to add [info@lms10000.co.uk](mailto:info@lms10000.co.uk) to your contact list and 'safe senders' list.

### Accounts for 2021 Tony Brown

Watch out for Ivatt Informer emails or the website News page, on which a link to these accounts will be posted once they are back from the Accountant. If you need a postal copy please contact us.

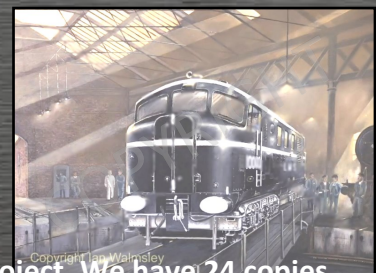
### Legacies — Thank you Bernard Caddy

In our previous magazine I outlined the way in which you can support LMS10000 after your passing. I am happy to say that two gentlemen got in touch immediately to say they had legacies in place in our favour. The combined sum of £55k is indeed one which we are most grateful to be informed about.

If you do decide to include IDRS as a beneficiary of your will, and you feel comfortable to share your intentions with us, then we would greatly appreciate the chance to thank you for your planned gifts. Please contact the Secretary of the Ivatt Diesel Re-creation Society, *details in the paintings item below.*

## Paintings for sale.

Ian Walmsley



I produced this painting to the Society to raise money for the project. We have 24 copies for sale at the AGM. Cost: £50. These can be obtained at the AGM or by the LMS\_10000 Ebay account. A link is in our website News section including a link to the timelapse video of the painting being made.

Alternatively, you can contact the secretary to arrange to obtain one.

Email: [info@LMS10000.co.uk](mailto:info@LMS10000.co.uk) Tel: 07551 621685

Post: IDRS, 46 Biddick Village Centre, Washington, NE38 7NP.

# The EVR April Diesel Gala



With a variety of locomotives available for traffic, the gala was a great success. Visiting Deltic 55019 and Class 47, D1842 were stars of the show. Photos by Tony Ellershaw (top right), Michael Prince (top left), Michael Johnson (two below) and Sam Bond (bottom).





Photos by Hanson Haigh (left), Terry Fletcher (below), Hanson Haigh (*left*), Michael Johnson (both above) Andy Martin (bottom).

There is another Diesel Gala on the 5th-7th of August



## Sanderson 725 Telehandler



Crane hire is expensive! With that very much in mind, a group of regular volunteers clubbed together to buy a second hand Sanderson Teleporter 2.

The machine is in excellent condition and we got a great vehicle which will save the Society a lot of money in the long run. Many thanks to Brychan the previous owner.

This machine will enable us to finish stripping 58022 without the need for any crane hire until the moment when we have to flip the chassis over and place it on our Sturgeon wagon. That act alone calls for hire of two cranes!

We will be sharing this machine with the railway which will use it mainly to load coal. Inevitably it has received a rather predictable name, 'Sandi'.



## Our Unique Enterprise

Andrew Hoseason

Among the new build projects ours is unique, the closest being the re-creation of a Baby Deltic which is progressing toward the aim of recreating a class 23 loco. At the moment they are constructing parts to match the original, such as the fuel tank, but the chief difference between the projects is that the Baby Deltic has benefitted from an existing class 37 body shell. We, however, have no ready-to-adapt body or cab, so will have to create our own.

Our project is unique in that it is about a diesel design, D16/1, which most enthusiasts never saw running and some do not even know about. The D16/1 locos (10000/10001) were a precursor of the modernisation plan and so did not survive beyond 1965 in traffic. Not being a mainstream design and not being steam either, the design does not attract the attention nor the money that Tornado and Prince of Wales have done, yet we have managed great strides regardless. That is down to the ordinary members and contributors, ie, you, who have supported the successful story so far. If we were awash with cash we could employ engineers to complete the project very quickly. As it is, things necessarily go at a measured pace.

If you are ever in doubt whether your donation, makes a difference, let me dispel that thought! It is the 'small donations' of our many supporters which permit us to rent Centenary Works and without that building we would be unable to construct our new class D16/1 locomotive. It's that simple. We needed a place to store materials and work on them, whenever we want – and we got that, thanks to you.

Some other new-build projects also have their own building, for example, the LNER G5 0-4-4T at Shildon. Theirs is an industrial building for the same kind of rental cost as ours. That project, like other new-build steam, has had to construct every part from scratch. Other projects have

been able to obtain space within commercial buildings in which to be based.

**Let us imagine our loco was steam.**

**How far would it have come?**

**Boiler** - Firstly, we would have a nearly-new ready-built boiler! I can't think of any steam new build which had access to one so fresh. The *Beachy Head* project based on the Bluebell Railway sourced a boiler that had been used as heating unit by a business in Essex, but it had seen more use than our power unit and needed overhaul, which has been completed successfully.

Of course many projects, such as the Ffestiniog's *James Spooner*. Is receiving a new built boiler, which will be the latest of a line of progressive designs. To build a diesel power unit from scratch would be an extraordinary feat! Luckily we own 16SVT power unit number IH1861, with unit IH1863 reserved for us.

**The frames, motion and wheels** - If our project was steam, these would have been sourced from Barry, as was the case with the *Lady of Legend* or County locos. We obtained 58022 which supplied its chassis, electrical and brake equipment. We also obtained our ex-EM2 bogies of the same basic design to those of a D16/1.

All in all, we are fortunate to have a number of key components available without the need to construct them from scratch and this of course positively impacts the project price.

**The main costs to come** - Significantly, our loco will cost around half of what a similar power new-build steam loco would do. There are still some major amounts of money to raise, such as:

- Bogie springs
- Design certification
- Wiring
- Bodywork

As a group of heritage enthusiasts backed by influential railway industry experts, we step forward in trust that our unique enterprise will succeed in producing the third D16/1 loco.

# 2021 AGM Minutes - Saturday 2<sup>nd</sup> October 2021

Members attending: 25 Visitors attending: 8

**Apologies** Don Asher, Tim Apthorpe, Tony Brown, Stan Fletcher, John Glover, Hanson Haigh, Richard Mellish, Nigel Price, John Stretton, Graham Wild.

**Minutes of the AGM held on 03 October 2020** (Andrew Hoseason) - The minutes circulated via previous newsletter and by email were accepted as a true record of the meeting. Proposed by Paul Etherington and Seconded by Tony Ellershaw. No matters were arising.

## **Annual Report** (Mark Walker)

- 58022—some of the windows have been broken in the cabs, but we have little problem with this as we don't need these for the new build and would fit new safer windows to the cab being retained for exhibition purposes.
- The power unit from 58 was sold to IMPS in Lincoln and is going into a cement ship in Germany.
- The cabs and cooler group are disconnected. The cooler group elements and battery boxes have been removed for storage. The brake cubicle has been taken off the locomotive and everything we want to keep is in the workshop. The electrical cubicle is nearly ready to be removed and is subject to sponsorship from a member.
- Everything will be taken off together by crane. [update April 2022 – Trustees intend to buy a telehandler to do this]
- We will sell one cab. [update April 2022 – This sale did not take place in November as planned but it is due to have been sold by the time you read this.]
- Bogies are now at Wirksworth and are in reasonably good condition before refurbishment. With help from the compressor within Centenary Works we were able to test the brakes on one bogie and it had a good 75mm of movement. More work will be done on that. We have inquired about funding via the Heritage Lottery scheme and this something we continue to work on. This has been delayed because of covid. The Lottery office was closed for such enquiries. We have a lifting beam above the bogies. It is positioned over what we believe is the 'worst' of the two and the plan is to remove the 'worst' traction motor and get a quote for refurbishment as a costing basis for the others.
- The 5 pallets of bogies parts and 3 traction motors that we are looking to obtain from the 1501 group in the Netherlands is ongoing. We have found that such negotiations and extraction of materials can take years to come to fruition.
- The second 16SVT power unit is still in the MOD base. The contact we had there had a bad motorcycle accident and is still off work. But it is safe.
- The Sturgeon wagon which we nor the Dartmoor Railway could identify its number, is currently being used by the EVR free of charge as goodwill on our behalf. We received a loan from a member with which we bought the Sturgeon. It is secured against the wagon itself. We would intend to sell the wagon onward after we are finished using it.
- We can announce that GBRF intend to give us an alternator from a class 56, a donor loco for



their second tranche of class 69 locos (if built). We had subsequently offered GBRF the traction motors from 58022 as they are identical to those in class 56s. This alternator will be a long term acquisition dependant upon whether GBRF order a second 10 class 69 locos.

- We obtained a number of electrical cubicle slot in modules from GB Cargo this week. The payment has just been made this week. This is another example of things taking time, as we originally inspected them 2½ years ago! They are all assumed to be faulty until proven otherwise. We do have access to a test rig and one of our volunteers is able to overhaul them.
- We have two steam heating boilers. They came originally from the DPS's Deltics and they sold them on. We originally bought one boiler and obtained a significant amount of spares from the DPS itself and there were so many spares that we decided to obtain the second boiler. We can use this as a spare or sell/rent it out as a working boiler.
- The class 56 Governor has now been fully tested and setup for a 16SVT.
- We obtained ex DVT air tanks from Porterbrook during a visit to their spares depot.
- One of our trustees donated a portable generator. The plan is to have it overhauled after which we will sell it, or, give it to the EVR in exchange for work done for us.
- A class 37 loco was stripped of useful components and we managed to obtain items from it such as a handbrake mechanism, bulkhead light, internal doors and cookers.
- We are working on a project to create the drivers' desk. Mark has collected many components ready for this, including fuses marked 'English Electric'.

### **Treasurer's Report** (Michael Prince on behalf of Tony Brown)

Two sheets were provided in advance of the meeting. Tony has supplied the profit and loss sheet from the accountant, enclosed. Whilst Covid has influenced the Societies physical activities it has not stopped us. naturally there has been no attending exhibitions, which has caused both a lowering of casual donations but also reduced expenditure on expenses. The main items of individual expenditure this year have been the purchase of the Sturgeon wagon, the Deltic boilers together with crane and transport costs, craneage and transfer of the bogies to Wirksworth, advertising and production of works plates. Thanks go to Bernard for working through the HMRC Gift Aid and Andrew as ever dealing with day-to-day financial activities.

Membership figures and respective income continues to increase steadily and there have been encouraging individual donations this year of over £1000 plus including a sizeable one for the refurbishment of the class 58 electrical console.

Andrew, Tony and Michael have been involved with Paypal, in order to add Tony to the account. We tried for 18 months to update the account name from that of the former treasurer to the current treasurer. without success. In fact, even after involvement of the Financial Ombudsman, the account is still in the name of our former treasurer, Michael.

Income rose to around £63,000 in 2020, which is a phenomenal rate of grown in the few years since reorganising the Society. and in 2021 this reached on 28th September 2021 £85,505.08, excluding the donation for the electrical console.

## **Engineering Summary** (Paul Etherington)

We have done magnificently during this Covid period and that is down to everyone in the society.

Power Unit – getting to the point where we need to unlock it and prepare for winter. Paul said he would love to do it himself but he has a full time job and so these kind of tasks are suitable for other volunteers within the Society.

We've managed to measure the output shaft and have no doubt it will fit straight onto the chosen alternator.

Bogies – Preventative painting and lubrication. We are ready to measure brake performance. We need to collate those measurements so that brake linkages on the end of the headstocks can be designed so they look more like 10000 but perform just the same.

We have a condition report about the bogies. There is some wasting on the bottom of the headstocks and replacement of the manganese liners. Paul does not expect to see anything more than that needing to be done. A picture of the gear teeth in the 'worst condition' traction motor revealed that they were in excellent condition. Work that we have done already are: reducing the load upon the springs, checked the axles which are good. The tyres are thick. We have an opportunity to have them removed and turned at a very reasonable rate. That will ascertain their tyre life going forward. Paul believes that we have at least two years worth of running on the tyres once they have been turned down.

Lifting gear – we checked the frames for defects, need to have this approved so that we can remove the traction motors one at a time into the workshop for assessment.

Various parts were obtained from a class 37 including hand brake parts. We will be able to obtain more parts in the future.

Lockdown provided Paul time to discuss with a leading railway engineer the method for attaching the EM2 bogies to the loco chassis. There are a myriad of ways in which this could have been done. We want to pursue a minimalistic method that does not require a lot of alterations to be made. We now have a fully detailed drawing of the adaptor required. Paul is confident that the expert we have in place to independently review the design will provide good feedback and suggestions if required. It will then go to an independent assessor, who will have to be paid. This part of the build is the most important and everything else follows on the back of it. We will then approach the RSSB for derogation as a heritage vehicle for towing on the mainline.

Ironically as we strip 58022, every part that we remove from the loco makes it harder to be shunted safely. We are planning for the final stripping operation to take place and for the chassis to be placed upside down upon our Sturgeon wagon. That operation will cost a fair amount for crane hire. The Electrical Cubical will be removed from 58022 and positioned within the increasingly 'full' Centenary Works. The parts obtained from DBS will complete the Cubicle. Those are being assessed and refurbished by a qualified volunteer.

## **Election of officers** (Andrew Hoseason / Mark Walker)

- a) Chair – Mark Walker was accepted as Chairman for the next year. 19 in favour, none against.
- b) Secretary - Andrew Hoseason was voted to continue as Secretary for another year. 21 votes in favour and none against.
- c) Treasurer - Tony Brown was voted to be treasurer for the next year. 22 votes in favour and none against.

### **Confirmation of other roles** (Andrew Hoseason / Mark Walker)

Bernard Caddy was appointed to continue as Co-Co Club Secretary and Gift Aid officer for the year, with Michael Prince as assistant. No vote was required.

### **Publicity and Fundraising** (Mark Hambly)

The lottery grant provider has set criteria specifically diversity and inclusion and the challenge is to say how would make our project of interest to the wider community. Most in the room are men of a certain age and ethnic background. Spoke with Helen Ashby (ex NRM) who advised that the lottery are not likely to change the rules, so projects have to find a way to work within the rules.

Mark also advised that we need to look more widely at people who are not much engaged with railway heritage projects. There are many grant providers out there, so if members come across a grant provider who might be approachable, please do get in touch with us at [funding@lms10000.co.uk](mailto:funding@lms10000.co.uk)

### **Moving forward** (Mark Walker)

- i. Getting the chassis off the 58 bogies, inverted and placed on the Sturgeon wagon
- ii. Removing the 58 fuel tank
- iii. Fitting a container at the rear at the shed

### **Gift Aid** (Bernard Caddy)

Gift Aid is very valuable to us. It does not cost anyone (other than the chancellor of the exchequer) – if you pay tax then we can claim an amount back. If we cannot be sure that a particular donation comes from a particular donor, then we can not claim Gift Aid. So, Bernard asked that members add their name and postcode on the reference of the standing order or single payment.

**Ian Walmsley** introduced the painting he had done of 10000 on shed, taken from a video. He discussed the method by which he painted it and the difficulties involved. Copies of the painting were available for sale at £50 each after the show and can be obtained via the LMS10000 ebay shop.

### **Any other business** (Mark Walker)

- i. No matters requested

**Date of next meeting.** 8 October 2022 (to be confirmed) Mark Hambly asked whether the venue could be in Wirksworth instead of Derby so that attendees could also visit Centenary Works and the EVR. Andrew Hoseason pointed out that some attendees come by public transport and that the journey from Derby to Wirksworth adds to the logistics involved. [After the AGM the trustees booked the Memorial Hall in Wirksworth for 08/10/22]

### **Open forum questions**

I. Chris Booth asked if non ferrous metal could be collected and sold as scrap. Mark Walker replied that we have not yet had any such scrap material. What metal we did dispose of was taken to the EVR metal scrap bin. We do not pay for bins to be provided for ourselves.

II. Ken Armitt asked if the horn on top of 10000's cab survives. Mark advised that it does and that, once our locomotive is finished, that horn would be fitted. It is currently in safe storage by its owner.

III. Bernard Caddy asked about assembly of the locomotive. Mark Walker advised that the first choice site would be the (proposed possible) site at Shottle. However if necessary we would have to consider a site off the EVR. Paul Etherington advised that much of the tasks required toward assembly can be done within the workshop and on the locomotive without a building being required.

IV. Chris Booth asked if there was anywhere to erect a temporary shed if the Shottle option does not come to fruition. Mark Walker replied that there was no such location on the EVR.

V. Michael Clamp asked if within Centenary Works there could be a method of advising volunteers what work was next due to be undertaken and also to note what work had been completed at the end of a shift. Andrew Hoseason advised that whenever the Workshop is open keyholders/supervisors are on site and that they communicate daily about such tasks. Mark Walker added that we can consider such opportunities for communication and information, going forward.

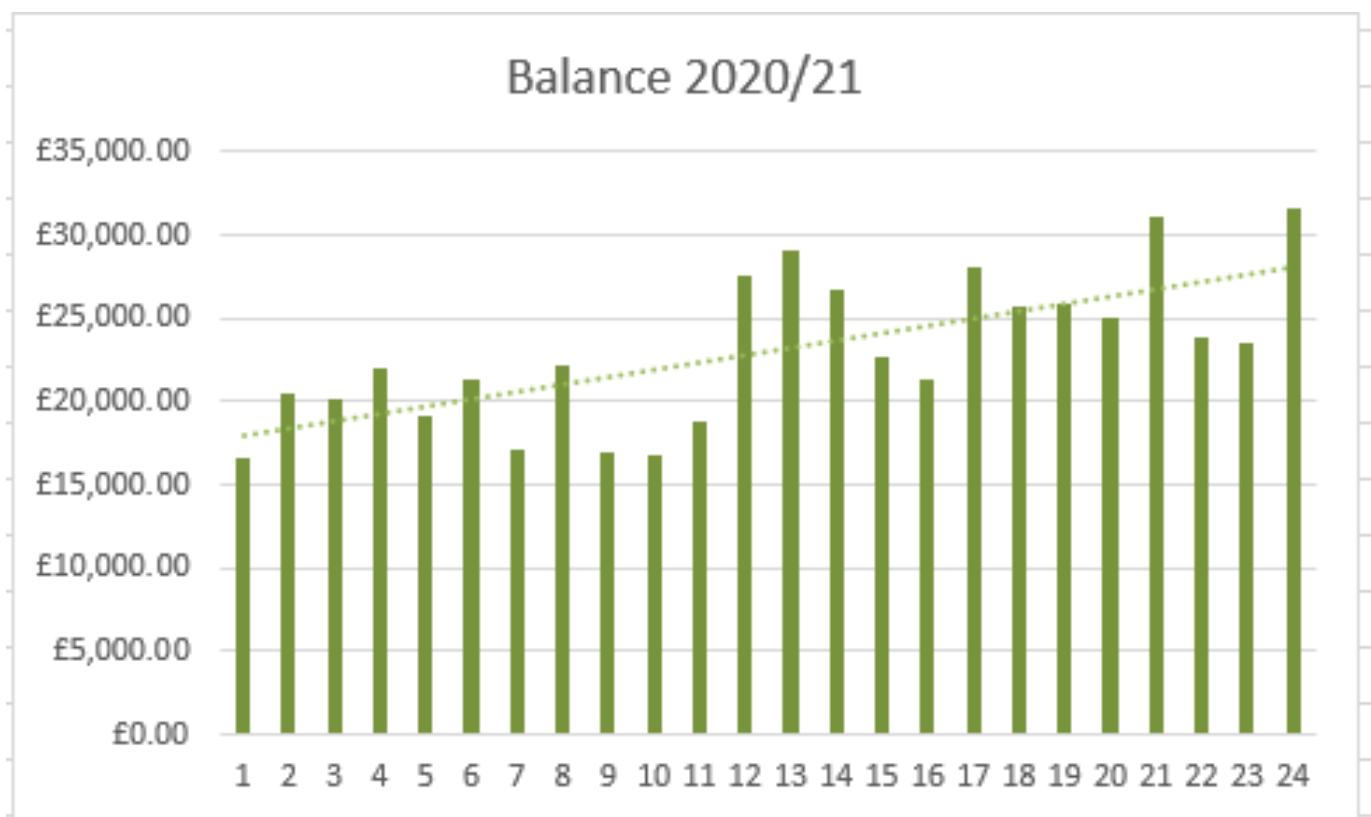
	Bank income	Bank exp
01 January 2020	£4,622.87	£2,633.59
01 February 2020	£4,265.56	£2,302.62
01 March 2020	£5,669.37	£6,510.10
01 April 2020	£2,443.82	£393.61
01 May 2020	£1,335.00	£3,856.09
01 June 2020	£4,240.06	£1,996.84
01 July 2020	£5,256.79	£11,170.21
01 August 2020	£10,732.23	£4,642.72
01 September 2020	£4,219.94	£9,163.39
01 October 2020	£6,345.79	£4,248.41
01 November 2020	£10,631.83	£2,426.98
01 December 2020	£3,409.45	£1,202.01
01 January 2021	£3,668.35	£6,269.18
01 February 2021	£2,552.05	£6,629.85
01 March 2021	£5,970.05	£7,045.11
01 April 2021	£18,978.62	£12,269.67
01 May 2021	£2,427.00	£1,567.63
01 June 2021	£12,106.12	£15,245.06
01 July 2021	£2,498.57	£3,809.89
01 August 2021	£8,044.11	£1,437.65
01 September 2021	£9,322.89	£15,518.69
01 October 2021	£5,532.68	£11,304.20
01 November 2021	£18,432.36	£10,275.43
01 December 2021	£3,163.26	£2,211.03

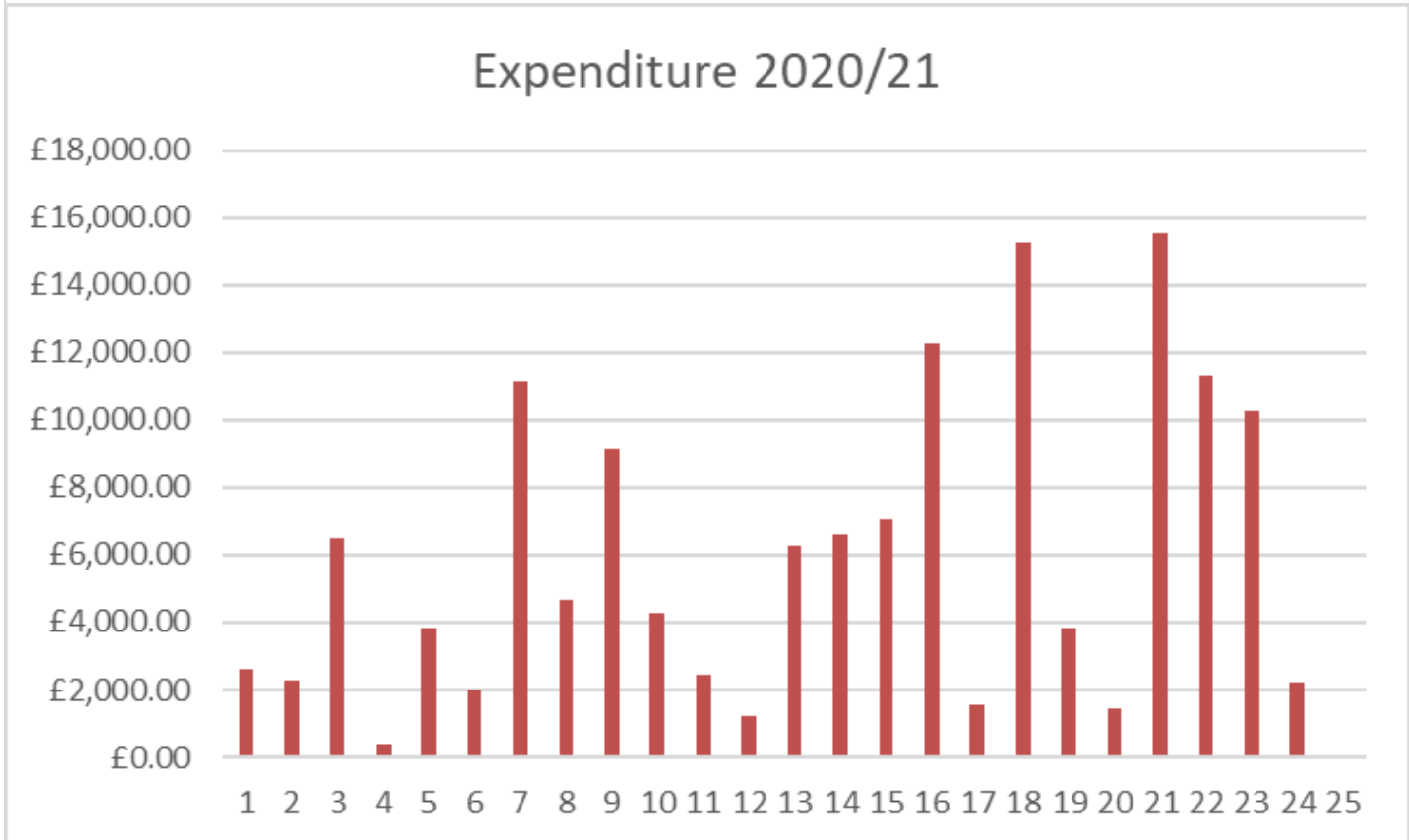
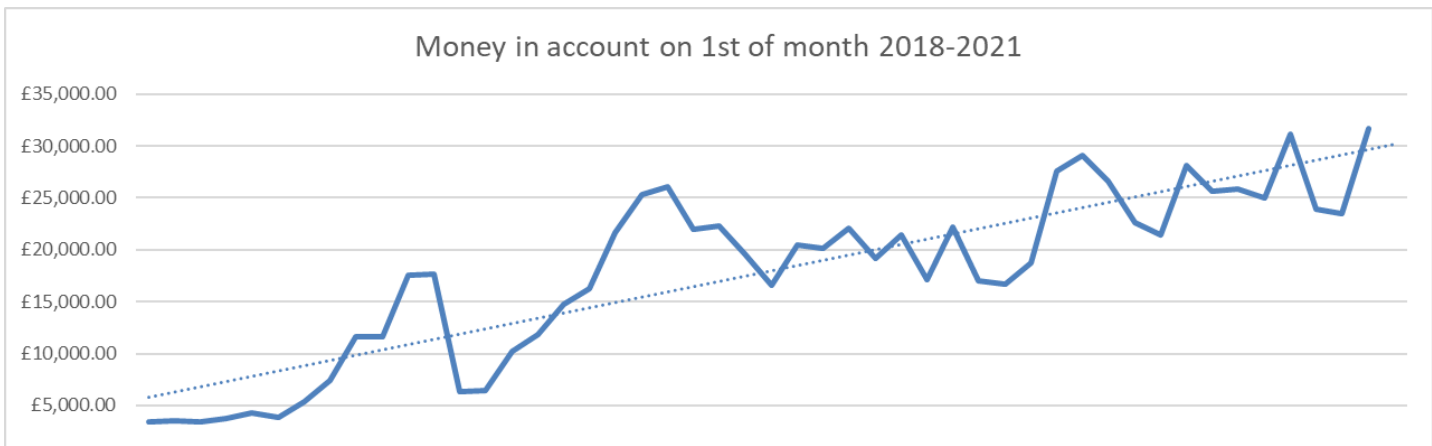
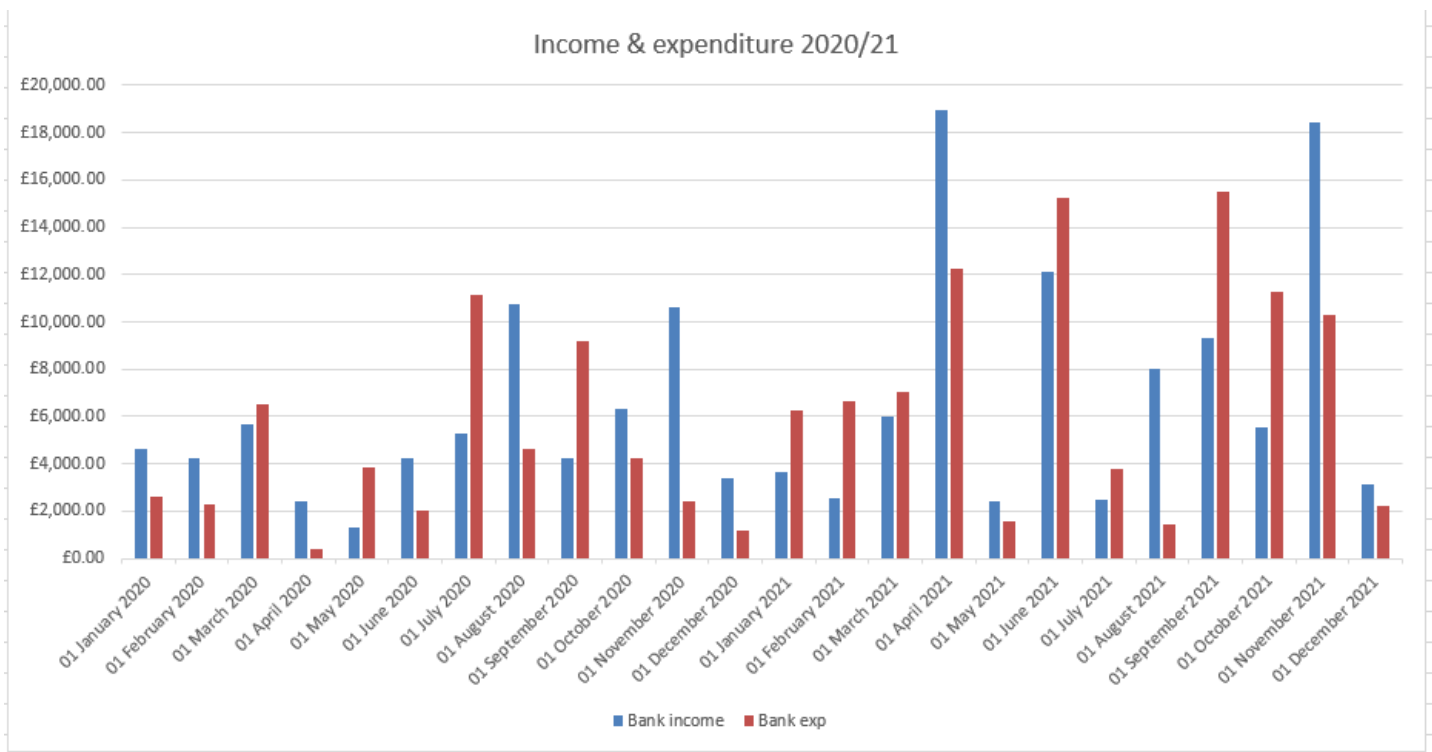
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Records of previous Accounts can be found at the Charity Commission can be found by following this link: [www.gov.uk/find-charity-information](http://www.gov.uk/find-charity-information)

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On these pages you can see graphs based on information supplied from the bank. Income is minus transfers from our other accounts and includes Gift Aid from the HMRC.





# The New 10000 - Making it Happen

Bernard Caddy

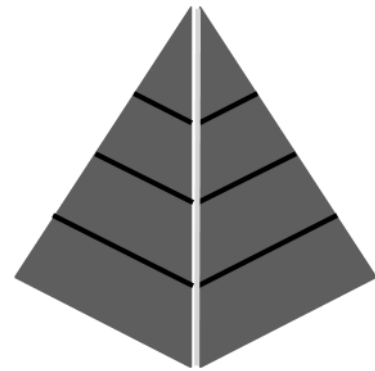
The pyramid is an odd shape to associate with recreating one of the Ivatt Twins. But I think it's a good icon for a fundamental aspect of the project. This recreation (or should I say re-creation?) is only going to happen with the involvement of people.

We have a wide base of interested people, thousands of people who read our social media posts and the published magazine articles and adverts.

Amongst those interested people are our supporters. We have hundreds of people who've decided to actively support our project, and have joined IDRS and are contributing the essential funds to enable progress.

Within those supporters are our volunteers. We have approaching a hundred people who 'do stuff' directly and indirectly to help build the new 10000. Within those volunteers are our trustees. We have a small group who have volunteered to help steer the project in the right direction, and elected by members to make those decisions. Hence my pyramid, a wide base of interested people, from that a smaller group of supporters, from that a smaller group of volunteers, and from that a smaller group of trustees. And we need the whole pyramid.

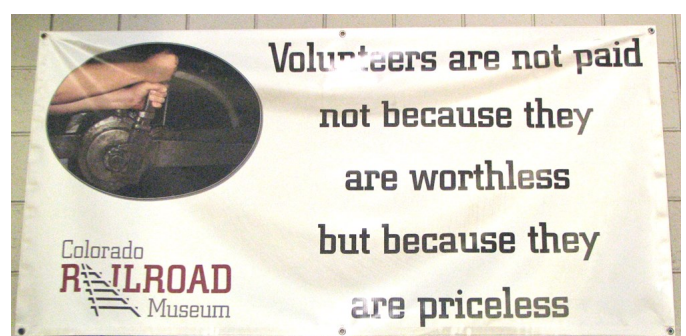
I believe every one of those people matters. The interested, the supporters, the volunteers, the trustees - we need every one. There's a concept in service businesses of Net Promoter Score. They measure how likely are their customers to recommend the provider to another potential customer. It's like the old concept of 'who will speak up for you when you're not in the room'. You never know what conversation where might open up a new opportunity for progress.



For the IDRS, the interested, the members, the volunteers, the trustees ... all these people are our potential promoters. They can spread the word, help build our base of supporters and volunteers, help accelerate progress of the build. You can help Make it Happen. Please tell people you know about what's happening, help spread the word, encourage new members, new volunteers, new trustees. We need people at all parts of our pyramid to keep it steady and help it grow.

If you're currently an armchair supporter, we're really grateful; if you can now or in the future get actively involved, please do contact us. We need all sorts of expertise, and the biggest essential is enthusiasm. Volunteers learn new skills, experience new situations, grow their knowledge, add to the project, and have fun.

Finally, I was fortunate to visit the excellent Colorado Railroad Museum, at Golden, CO, and saw this sign. It speaks for itself.



## How you can get involved

There are a variety of opportunities to get involved with the LMS10000 project. Here are some of the more specific opportunities:

### Publicity

- ⇒ Manning our information stand at galas
- ⇒ Putting publicity leaflets into venues in your local area
- ⇒ Talks to groups in your area (we have multimedia material and a talk available to share)

### Video recording

We are looking for someone able to record the final stripping of the 58 and the subsequent placing of the chassis on the Sturgeon wagon.

### Fundraising

Promoting the Society to businesses with a view to sponsorship. Now we are into the 'construction' phase, you can imagine that cashflow determines speed of progress, so this is definitely where fundraising makes a difference.

### And, of course, Engineering

Soon we will have a real photo of the class 58 chassis lying upside down on our Sturgeon wagon. But for now we must make do with Don Asher's model seen here on the Society's Diorama.



# Tail light

We had a visit last year from Joyce Brown, seen below with our Secretary Andrew Hoseason. Here she tells the story of her encounter with 10000:

My father, Frank Hodgkinson, was born in Crewe and started working at Crewe Works where many of his relatives also worked. One of his friends in Crewe was Jack Mills, who later found unwanted fame as the driver of the mail train in the Great Train Robbery - this may be where you got the idea that my father was a driver from.

From Crewe, my father was transferred down to Bow Works and then again to Derby Loco, where he was known to all as "Bowie" - for obvious reasons he never mentioned that he was originally a Crewe man... As a skilled reserved occupation, he remained at Derby Loco right through WW2, helping with all of the various war work they did there.

At Derby, he spent many years in 18 Shop on the marking-out block. In 1954, I left school and followed him to Derby Loco, where I was the first woman to qualify for the Drawing Office. However, as there were no vacancies there at the time, I was instead sent to the Wages Office, where I stayed until I left work in 1960 to start a family.

In 1947, my father became part of the team building 10000. As one of the few shop-floor workers able to read technical drawings, one of the jobs he was given was making many of the original patterns and jigs. It's possible that he was also responsible for marking out some of the plates prior to cutting and shaping. He was possibly involved in other aspects of the work too, as he appears in one of the photographs in the 1988 Colin J. Marsden and Graham B. Fenn book *British Main Line Diesel Locomotives* showing the loco under construction. He's the one in the right-hand picture standing on the floor with his back to the camera, gesturing up to others stood in what would become the cab area.

Each year, Derby Loco had an annual open day, where they had various displays including a number of locos on static display. With many of these, you could climb up into the cab and, with the diesels, walk through the engine compartment - usually while the engine was running. For many years, both as a little girl and later when I was working at the works myself, I attended these open days with my family. Although I can't remember the exact years, on one occasion one of the exhibits was 10000, and another year they had the Fell. On both of these occasions, I was lucky enough to be able to walk through them while they were running.

My father continued working at Derby Loco until he retired. For many years, he was responsible for training the Privileged Apprentices in 18 Shop, Many of the junior draughtsmen in the Drawing Office, knowing that he could read technical drawings, also used him as an unofficial adviser when they were drawing a new part and were unsure if it could be made in a certain way. Very often, they would bring him the drawing of the new part, he'd tell them that it couldn't be made the way they were thinking of, and then explain to them how to re-draw the part so that it could be made. So there are very probably quite a few BR Standard Classes, Derby Type 2s and Peaks running around on heritage lines today featuring parts that he had an unofficial hand in designing.

