

View from the Chair

Mark Walker

10000's Driver's seat, one of the seats made this year by Phil Stanbridge

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Welcome to Icon number 9. After a long and difficult eighteen months, it is a great pleasure to see normality returning.

The last eighteen months has been like working in slow motion compared to the two years before the pandemic. The things we took for granted, like being able to drive over to another railway to have a look at some spares became so difficult, with workshops closed, people isolating, not being able to travel in the same car etc. Even making a cup of tea came with its own set of rules. However, it is great to be able to tell you that despite all the difficulties, work has not stopped, and we have come out of the pandemic in a strong position for the future.

Throughout this magazine you will read about the progress we have made, and some of our plans for the future. Just after the last magazine was sent out, the bogies finally made the move to Wirksworth. The stripping of 58022 has been going well, and we managed to purchase a Sturgeon flatbed wagon, which will carry the chassis of the loco while it is modified to fit our

bogies. By the time you read this, not one but two ex-Deltic steam heat boilers will be in the workshop, and work has already started on some of the key components.

It has been a real pleasure to get our monthly working weekends back up and running. It's great to see some familiar faces back with us, and to see some new volunteers joining us as well. For many of us it has been a bit of a lonely year, so it's good to get the kettle on and have a catch up with everyone. It has also been fantastic to finally be able to start using our sleeper coach. It is surprisingly comfortable, so if you would like to spend a night at Wirksworth, get in touch!

As I write this, we are looking forward to the Diesel Gala at Wirksworth and a ride behind a very shiny class 47. It has been great to see the determination at the EVR to keep going as well as restrictions would allow and heartening to see the 'bounce back' trains being regularly full. I hope you enjoy this magazine, and that you will be able to join us soon to have a look at what we have been up to first hand.

Agenda for the Annual General Meeting

Date & time: Saturday 2nd October 2021, starting at 1pm

Venue: Best Western Stuart Hotel, 119 London Road, Derby, DE1 2QR

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

1. Welcome and introductions (Mark Walker, Chair)
2. Apologies (Andrew Hoseason, Secretary)
3. Minutes of the AGM held on 03 October 2020 (Andrew Hoseason)
4. Annual Report (Mark Walker)
5. Treasurer's Report (Tony Brown)
6. Engineering Summary (Paul Etherington)
7. Election of officers (Andrew Hoseason / Mark Walker)
 - a) Chair
 - b) Secretary
 - c) Treasurer
8. Confirmation of other roles (Andrew Hoseason / Mark Walker)
9. Publicity and Fundraising (Andrew Hoseason)
10. Moving forward (Mark Walker / Andrew Hoseason)
11. Sale of painting copies (Ian Walmsley)
11. Any other business (Mark Walker)
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 1st October via email to info@LMS10000.co.uk, phone to 07551 621685 or by mail to IDRS, 46 Biddick Village Centre, Washington, NE38 7NP.

Let's build the rolling chassis

Andrew Hoseason



Our EM2 bogies stored outside the workshop at Wirksworth.

Over the last year or so we have managed to bring all our assets together in one place, with the last large pieces – the two ex-Deltic boilers – arriving in mid-August. We have also made great strides in stripping the class 58 donor loco, and the bogies have received a lot of attention, including successful reinstatement of the brakes.

The most exciting phase of the project is fast approaching, in which, we remove the chassis from 58022, modify it, and place it onto our EM2 bogies. This will be the point where we finally stop taking things apart, and create the rolling chassis of our loco. Finally it will feel like we have started building 10000!

More technical details of this part of the project will be released soon, but independent

examination of our design and engineering calculations is already in progress.

We estimate that the design approval and mechanical alterations to the chassis will cost around £60,000, and an appeal has been launched to fund this next stage of the project.

This is a substantial sum for us to raise and we hope it is a challenge to be embraced by our members and all those who want to see an example of class D16/1 running on the rails once more.

Potential donors are encouraged to arrange a personal visit to meet Trustees and discuss opportunities to be part of recreating 10000.

Cylinder heads

Mark Walker

You can never have too many spares they say. This is true, but its also true that our Tardis-like workshop is filling up quickly, so we have to consider carefully which items we buy.

Earlier this year six ex-class 20 cylinder heads became available, and we were keen to purchase



them. We have a complete engine, and all the cylinder heads appear to be fine, and hopefully a spare engine on the way too, but a few spares could be very useful. Any failed heads on our

engine would mean having to cannibalise the spare engine, which we would prefer not to do.

Trustee Tony Ellershaw made the long trip to South Wales to collect the heads, but we were fortunately able to combine this with dropping off some class 58 bodyside doors at Richard Benyon's Cab Yard. Last year Richard donated some cab gauges and droplight mechanisms to the project, so we were happy to return the favour.

The six spare heads will be stored for now but will be refurbished in due course. As part of our loco manual project we have recently been going through the original English Electric workshop manual, which goes into great detail about the dismantling, refurbishment and reassembly of the cylinder heads, so I am confident that when the time comes, they will be refurbished correctly, and to the highest standard.

We would like to thank Steve Madge and the Barry Tourist Railway for assisting us with the purchase and temporary storage of these items.

Presentation to Stan

Mark Walker



Elsewhere in this issue you will read about the limited edition painting by Mark Langley, prints of which are exclusively available to Notch 7 donors. We did make one exception though; this picture shows the artist presenting print number 1 to our President, Stan Fletcher.



Ecclesbourne Valley Railway Association

The charitable arm of the Ecclesbourne Valley Railway which supports the railway through its volunteers and by financing projects.

Membership of the Association provides EVRA Members with several benefits including:

- Four copies of the Association's quarterly magazine per year, the "Ecclesbourne Express".
- Reduced travel fare on our trains, both steam and diesel.
- Insurance cover while volunteering at the railway and at the IDRS's Centenary Works based at Wirksworth station.

Visit our website: www.e-v-r-a.com

Or contact the Membership Secretary at:

membershivevra@outlook.com

EVRA, Wirksworth Station, Coldwell Street
Wirksworth, Matlock, Derbyshire, DE4 4FB
Registered Charity No. 1106810
Company Limited by Guarantee No. 5257082

Painting for sale: 10000 on shed

Ian Walmsley



Ian has offered this painting to the Society to raise money for the project. We have 24 copies for sale at the AGM. Cost: £50. Any unsold at the event can be obtained by post and details will be placed in the website news section. Or you can contact the secretary to arrange to obtain one.

Email: info@LMS10000.co.uk

Tel: 07551 621685

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

Make sure you get our email

Members are reminded to check their junk mail folder for emails from us.

We encourage you to add info@lms10000.co.uk to your contact list and 'safe senders' list.

Legacies for LMS 10000

Bernard Caddy

Your support can live on after your passing.

One way that you can help and support the development and operation of LMS 10000 is through a legacy. When making or updating your will, you can choose to make a gift to the Ivatt Diesel Re-creation Society (IDRS), a registered charity.

There are two main forms of gift that you can make to IDRS by directions in your will. You can donate funds, either for general purposes or for a specific purpose; and you can donate relevant objects, with the intent that those items can be sold to give income to support the charity, or put on display to raise interest in the project.

If you donate funds to the charity, we recommend that you donate them for the general purposes of the trust. You can designate a donation to be used for a particular purpose, however there is a risk that purpose may no longer be relevant by the time your legacy is enacted, and so the value of your gift is restricted. Therefore we recommend that a legacy gift to the charity is unrestricted, to allow the funds to be spent where the need is greatest at that time.

Donating objects can be of benefit both to the charity and to your family and friends. We know that in some cases collections of books, models, and other railway-related ephemera are actually a worry to others, being unsure of how to handle them. If donated to the charity, we have the knowledge to assess the value of relevant objects and ensure they are sold appropriately to give the maximum benefit.

When you construct your will and consider beneficiaries, you will consider different types of gift. A pecuniary gift is a fixed sum of money; a specific gift is an object or group of objects, and a residuary gift is a share of the residual value of your estate once all debts are settled and other gifts made. Any of these types of gift are appropriate gifts for the IDRS.

As the IDRS is a registered charity, any gifts bequeathed in wills are free from Inheritance Tax. The donation is taken off the value of your estate before inheritance tax is calculated. An additional benefit can be that if your total donations to charity are at least 10% of your net estate, the rate at which inheritance tax is levied on the remainder of the estate is reduced.

We cannot give you specific advice on the preparation of your will and any tax implications. You should seek professional advice as appropriate.

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.

Radiator element removal

Mark Walker

“Can you have a look at getting the elements out of the radiator please?” It sounds easy if you say it quickly, and perhaps back in the day at Toton, it might have been a relatively straightforward job. However, fast forward 20-odd years, and easy it was not. Nevertheless, Tony and Phil, two of our

volunteers, confidently set about the job earlier this year. The large radiator grilles came off relatively easily, and things were going well as they worked along the top of the elements, with only a couple of nuts shearing off.



Above: It became clear that 58022 had kept some of the coal it hauled!

Below: All the elements finally removed from the radiator, with no damage to the frame or the elements.

Things were not so good at the bottom of the elements though. We expected some coal dust, and there was a lot, but also whole lumps of coal, picked up many years ago on power station trips. The coal dust had caked many of the elements –

not a big problem, as they can be cleaned, but it had also formed a soft, water retaining layer all around the bottom of the elements. You can see from the picture what 20 years sat in wet coal dust will do to steel nuts!





Above: Tony explaining how he and Phil managed to get the last, and most stubborn elements out of the radiator. Below: the effect of 20 years of wet coal dust on steel nuts.

So, about half the elements came out, still no easy task as they are very heavy, and Phil and Tony went away to have a think. We could use the gas axe, but it would probably damage the elements. We could use the angle grinder, but there wasn't space to get it in. However, a visit to a popular internet auction site turned up a set of special sockets that were just the job, and before long all the elements were off.

All the elements have had an initial clean-up to

remove the worst of the coal dust, and have been stored away safely ready for reuse later in the project. The recreated 10000 will use a cut down version of the class 58 cooling system, so having been able to remove all the elements safely means that we have enough to put on the loco, and a good number of spares as well. In due course, the elements will be properly cleaned, and any damaged fins repaired, ready to go back into the loco. A big thank you to Tony and Phil for sticking with the job, and, as always, finding a suitable



Additional benefits for Notches 7/8

Andrew Hoseason



As you will be aware, our membership system is based on 8 'notches', reflecting the notched power controller on 10000 and 10001. These benefits are available once construction of the locomotive is fully completed.

Although the notch 1 to 6 benefits had been defined, the benefits for notches 7 and 8 had not. This omission has now been resolved.

The additional benefits now available to our notch 7 and 8 donors are:

Notch 7 - £10,000 - £24,999

Donors will be presented with an exclusive print of

Mark Langley's painting of the twins on Shap Fell (above).

Other than the first print, given to our President Stan Fletcher, this picture will only be available to notch 7/8 members. Notch 7 donors will also be privately invited to visit and observe all major activity, such as stock arrivals, cranes movements etc.

Notch 8 £25,000+

Donors will be presented with one of our limited issue loco works plates which has been carried on the recreated 10000. These loco carried plates will only be available to Notch 8 donors.

Air tanks from Porterbrook Mark Walker



About a year and a half ago, on the same day that we officially opened our workshop at Warksworth, we spent a very pleasant morning in the Porterbrook offices, when our president Stan Fletcher presented them with a works plate as a thank you for their help in donating our sleeper car. Their head office is just yards from the spot where 10000 and 10001 were built, and the building is called Ivatt House. One of the last things they said to us was, if there is anything else we can do to help, just ask. This is not the sort of offer I forget about!

So it was that Tony Ellershaw and I found ourselves once again wandering around the huge warehouse where Porterbrook store the majority of their spare parts, like a pair of kids in a sweet shop. I had received a call to say that as their DVTs had recently come out of service, there might be some parts of interest. We were given a list, which had warehouse locations and vague descriptions like 'pallet of electrical items', so we really had no idea what we would find.

On our previous visit we had spotted a pallet with four refurbished buffers, and we were hoping it would still be there, and soon in the back of Tony's

van, but sadly not. Unfortunately the pallets of electrical items turned out to be fairly large electronic modules that weren't of any use to us, We were starting to think that we would be leaving with an empty van when we spotted something we could definitely use; three pallets of ex-DVT stainless steel air tanks, A couple of phone calls later, and Tony and I were outside trying to work out how to fit them all into the van. Luckily a friendly forklift driver took pity on us and we were soon on our way.

The air tanks are a great boost to the project. Being stainless steel, they won't corrode, so they will last a long time, and we won't get flakes of rust stuck in the air system. They are also just the right size to fit in the spaces available in the loco. We have all the tanks from 58022, but the main tank is enormous, and just won't fit anywhere in our recreated 10000. Replacing it with two or three smaller tanks that can be fitted in the nose ends will make life a lot easier.

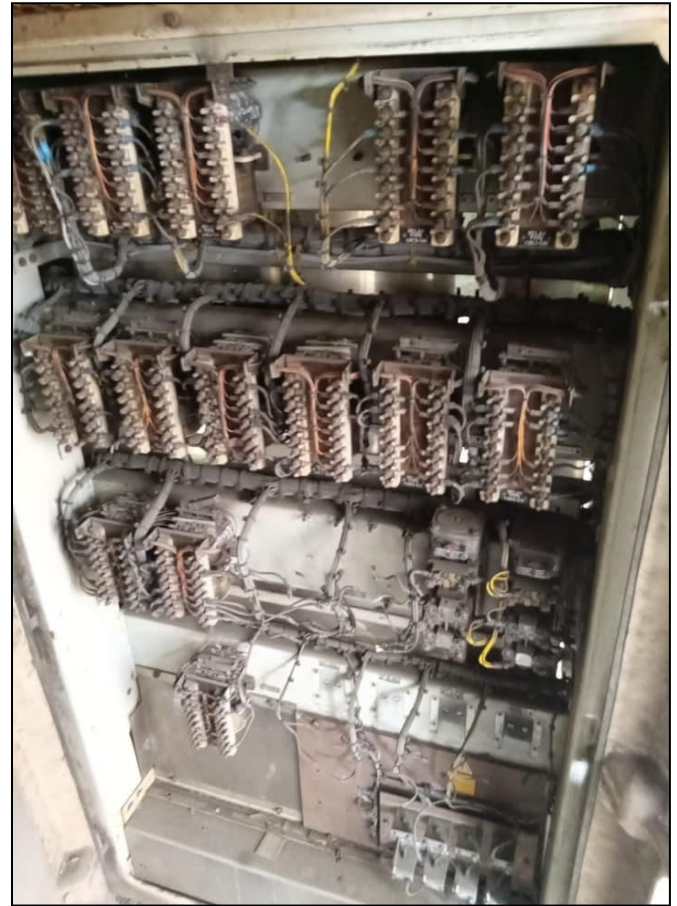
Once again we would like to thank our friends at Porterbrook for their assistance. Now, about those compressors.....

Electrical cubicle

Mark Walker

In June of this year, we had a fantastic boost to the project when one of our members offered to make a significant contribution to the project. We were asked if there was a particular part of the loco that the donation could completely fund, rather than a partial contribution to a larger part of the build. After much discussion of the different options, it was decided to use the donation to cover the complete restoration of the electrical cubicle. This is a great step forward after a long year of lockdown, and we are very grateful for this contribution to the build. The donor is now in 'Notch 7' of our benefits scheme and has received a copy of Mark Langley's painting. See story on page 10.

But why are we keeping the electrical cubicle at all? Back in the early stages of the project, as some members may remember, the plan for 58022 was that it would donate its chassis, and little else. As a result, little attention was paid to the condition of the electrical cubicle. The cubicle is missing some key components, including all the control modules and the rectifier.

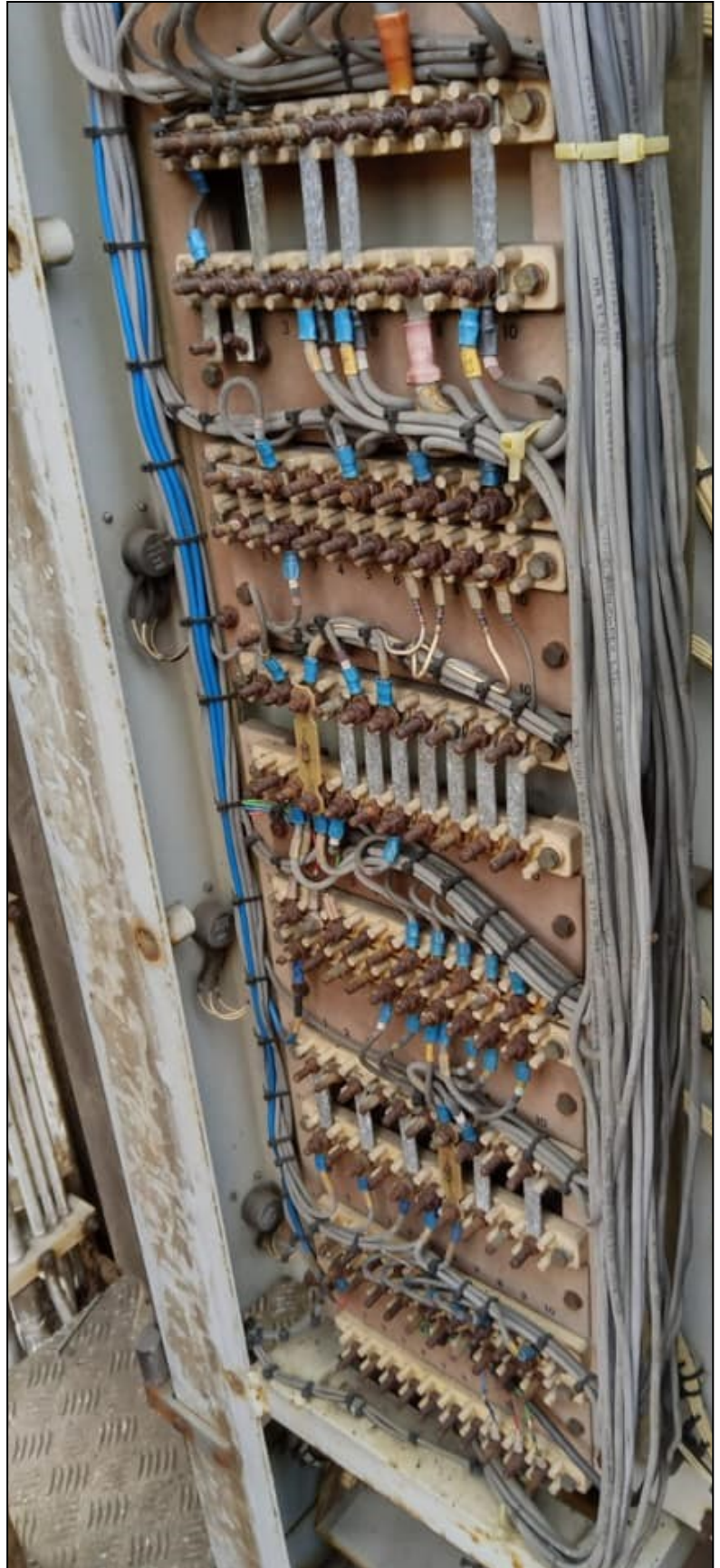


The electrical cubicle is currently under tarpaulins and being removed piece by piece for future refurbishment.

The turning point for the cubicle was actually the inspection of the alternator. We had heard that it was badly damaged, but during our first proper section of it a couple of years ago we discovered that although it is definitely not perfect, the damage is relatively minor, and repairable. This led us to rethink the strategy on the electrical system – if we could keep and reuse the alternator, we wouldn't have to find and buy a generator, and if we were keeping the alternator, what better cubicle to match it with than the one that was already in the loco?

That left the original problem – the cubicle was missing some significant parts, and although there are still a number of class 58 locos sitting in France, all efforts to obtain parts from them, and the locos in Spain, had failed. However, as has so often been the case, a stroke of luck was just around the corner. Some excellent industry contacts have been made during lockdown, and Paul, our Lead Engineer, has spent many many hours over the last year discussing the possibilities. The outcome is that yes, we can rebuild the cubicle, using a combination of rebuilt existing parts, and other items from Class 56 locos which we were kindly offered last year. So, we now have the expertise to redesign the cubicle with its new components, the parts we need, and the funding to carry out the work.

The cubicle is still attached to the chassis of 58022, just about. Along with all the other components on the chassis, it is in the process of being disconnected. All being well, later this year we will remove all the remaining components from the chassis, and the cubicle will move into the workshop, where a full strip down and rebuild will commence.



One unexpected bonus was that when we gathered up all the cubicle doors, which were scattered all around the loco, we discovered we had a complete set. These doors would originally have had transparent panels, which will all be replaced, so that once our cubicle is restored, the work will be visible for all to see for many years to come.

Moving the bogies

Tony Ellershaw



February 19th was a day we had been looking forward to for 2 years, since buying the ex EM2 bogies from the EM2 Locomotive Society on 31st December 2018. After a number of false starts and delays, the day finally came, and the plans came together.

The initial plan was to watch from a distance, as I was self-isolating during the lockdown. But the plan needed two distinct teams, so lots of people were required. This is the first time we have needed to have people working at two locations at the same time. Paul, Michael, Mark and Stefan went to Swanwick to do the loading of the first bogie, while I went to Wirksworth to meet the unloading crane.

Using two cranes was the cheapest option. At Swanwick we could use a smaller crane, as we could get right up to the bogies, but at Wirksworth a longer reach was needed so a larger crane was used. To use one crane would have needed the larger crane over two days, at a much higher cost.

I arrived at 07:50 to find the crane and support lorry already waiting at the locked gate. First worry, could I remember the code after not having been on site for a while.... Thankfully, after a few attempts, I could, and the crane was soon setting up. I was pleased to be joined soon after

by Phil, another of our volunteers.

The first job of the day would be to lift the engine, move it along a few feet and spin it through 90 degrees to give us another 3 meters or so alongside of the shed.

Paul had calculated this would give us exactly enough space to store the bogies alongside the shed. This we knew would be tricky to do because of the phone lines across the main drive. The crane guys spent a lot of time positioning the crane and working out angles and loadings.

Having supervised the lift and loading at Swanwick, Paul, Mark and Stefan came over to Wirksworth, and the first bogie arrived soon after at 10:30. The engine was moved to its new position by 11:00. The crane jib was only a couple



of inches from the telephone wires, so all the careful positioning was worthwhile, and the chaps from Steve Foster Cranes did an excellent job as always. The next task was to get the temporary bar track positioned and bolted together. The bogie was unloaded in 45 mins and although the bar track is level, it was secured with wheel chocks and straps – the last thing we want is 25 tonnes of ironwork running away down the car park!

Before the lorry returned to Swanwick for the second bogie, one of the few problems of the day appeared. It was noticed that the lorry had a bulge in one of its tyres, so that needed to be changed before it returned to Swanwick. Luckily the support van appeared quickly, and the tyre was soon changed.

While we waited for the second bogie to arrive, we wrapped the engine up again, and once we had had lunch, we put our second A frame together and set it up to run in steel channels either side of the bogie. This will mean that we will be able to remove parts like the traction motors without needing another expensive crane.

It had been a while since my last visit to the workshop, so while we waited I busied myself with some maintenance jobs. I fitted two new LED lights



to replace the non-working roof light in the centre of the shed, and the improvement was immediately noticeable. In the fullness of time I will replace the other 2 roof lights, so we can save on electricity, as well as being much more able to see what we are doing!

The second bogie arrived at 15:00 and we had it unloaded in 20 mins. Stefan, our youngest member at 9 years old (right), had by this time mastered the hand signals to both direct the crane



driver and drink a cup of tea at the same time, and even blagged a sit in the cab at the end of the day.

The second bogie was secured with sleepers and Don Asher's excellent wheel chocks. As a final precaution, metal plates have been bolted to the end of the rails to make sure the bogies can't escape.

Before today, standing in the EVR entrance road and looking at our shed, I always thought it looked impressive with its elevated position. Now with the bogies there and the A frame it's even more so, I can't wait to see them painted silver. Once the restrictions are lifted, we have a couple more maintenance jobs to do though – paint the A frame yellow, perhaps with our logo added, and move the big LMS 10000 sign – it wasn't until we moved the engine we realised it is now completely hidden, but thankfully this won't be a big job to do.



Sleeper update

Mark Walker

When the last magazine was sent out, Ben Field was in the middle of fitting the water heater in the kitchen compartment of our sleeper car. Well, I am glad to report that the hot water is now fitted and working, and the sleeper is in regular use, both on our working weekends and during EVR special events, when it used by volunteers and visiting loco crews. In fact, as I type this, we are in the middle of the diesel gala, and I am comfortably holed up in compartment 11.

Having slept in a few preserved railway sleepers over the years, I think ours has to be the best one anywhere. As well as the hot running water, we have a fire alarm system, the microwave, boiler and USB chargers are all working, and most importantly, so is the air conditioning. Apart from regulating the temperature, the aircon is vital in keeping the air moving. Without it, mk 3 sleepers tend to get a bit damp and mouldy fairly quickly.



It seems like a very long time ago now, but before covid, we said that members would be welcome to spend a night in the sleeper if they wish. Sadly we can't offer you the lounge car and cooked breakfast that passengers on the Caledonian Sleeper would have enjoyed, but at £10 a night, it is a little cheaper! (The £10 donations go to the EVR to contribute towards the frightening electric bill that comes with operating the coach.)

If you would like to try out the sleeper for a night, please get in touch at the usual email address.

Working weekends

Mark Walker

As I write this, we have just completed our third working weekend since the lockdown restrictions started to ease. As an experiment, we combined this last working weekend with the EVR Diesel Gala. The jury is still out on whether this was a successful idea. Although we had a lot of visitors, who were able to see us actually doing something, the amount of work done was a lot less than usual, because we spent most of the weekend talking to people about the project.

If you haven't been to one of our working weekends, you are very welcome to join us. We always have an enjoyable time, and it's a great feeling to look back on a day's work and see how much has been achieved.

There is a huge amount to do, and there are jobs available for all ages and abilities, from electrical engineering to a spot of gardening and everything in between. If you want to try your hand at a bit of shot blasting, degreasing, spray painting, or you just make a good cup of tea, you will always be welcome. All you need is an EVRA membership, so that you are insured, and a pair of steel toecap boots. Working members also get free use of the sleeper in the yard at Wirksworth.

We usually hold working weekends on the last weekend of each month. If those dates aren't convenient, we are generally in the workshop on Tuesdays and Fridays, but please check before travelling, to make sure we are there. We hope to see you soon!



What's the collective noun for a gathering of trustees? Here you can see five of us in one place – a rare occurrence, along with Phil and Tony, two of our most dedicated and hardworking volunteers.

If you are interested in volunteering, please email us:
info@lms10000.co.uk

The Sturgeon wagon

Mark Walker

The Dartmoor Railway sadly went into administration in early 2020, and earlier this year a list of rolling stock for sale was issued. Mainly out of curiosity I had a look through it. One item that caught my eye was a Sturgeon – a

long flatbed wagon. My initial thought was that it would be useful for storing the large modules of 58022 when removed, but this was unlikely to be an option as the yard at Wirksworth is already pretty full.



On reflection though, a second thought occurred; perhaps we could use it to carry the complete chassis when it is stripped and removed from the bogies. This would solve the problem of where the stripped chassis would go while it was being modified to fit on our EM2 bogies. The use of the wagon would mean we were not taking up any additional space in the yard, and that the chassis could be moved by the railway as required.

On investigation, we found that the length of the Sturgeon between the headstocks is 63'5" while the length of the 58 chassis is 62'9", – a perfect fit! There then followed a lengthy discussion between the trustees regarding whether we could justify

the expense for something we will only need for a couple of years. Luckily the solution appeared in the form of a member who offered us a loan for the purchase of the wagon, to be repaid when the wagon is sold after the chassis is modified.

Following negotiation, a reasonable price was agreed, and on May 19th our wagon arrived at Wirksworth. Unusually, the number of our Sturgeon has been long forgotten, and in the absence of a number, it has been named - Nicola.

Shortly after arrival some maintenance was carried out. The ratchet straps were lubricated, and the handbrakes freed up at both ends. We will



not be ready to use the Sturgeon until later this year, so an offer was made to the EVR to use the wagon if required. On July 9th the wagon was shunted into the permanent way train, and on July 16th it was seen laded with new concrete sleepers.

All being well the stripping of 58022 will be complete before the end of the year, and the chassis will be turned upside down and placed on the wagon ready for modifications to begin. In the meantime, we would like to thank RMS Locotec for facilitating the sale, and the member who provided the loan to fund its purchase.



The next generation Mark Walker

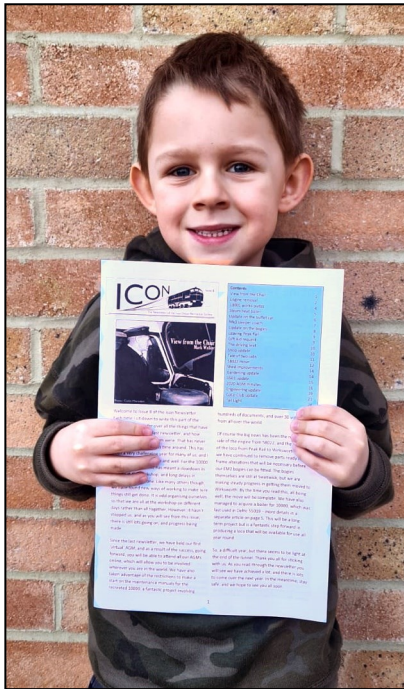
One of the more common phrases heard in the shed, usually towards the end of a working day is, "We aren't getting any younger". This is unfortunately true, and it's also true to say that the majority of those directly involved in diesel preservation are of what we like to call a 'certain age'.

So, who will look after this loco in years to come? We have a few members who may be able to answer that question!

Say hello to our youngest member, Seth, who was 6 years old last month. He is the son of our accountant, and by luck, is mad about railways. He donates some of his pocket money and gives £2 per month to be a member. He said "I hope I'm not the youngest for too long - I want more people to join."

Seth took the title of youngest member from Stefan, 9, who wasn't too upset, saying, "well I suppose I won't be able to keep it running on my

own!” Stefan is an occasional working member of the society and has a particular talent for directing crane drivers and drinking tea. He has recently been helping out with stock control, recording and counting the large amount of boiler spares received from the Deltic Preservation Society.



Stefan is usually joined by his brother Kieron, 11, who is in the process of learning how to use some of the (less dangerous) tools in the workshop. Also a fan of regular tea breaks and often to be seen eating all the excellent vegan sausage rolls

from the station buffet, Kieron’s most recent tasks were sorting out and storing all the brake pipework removed from 58022 and wire brushing the frames of the loco to remove many years of coal dust and dirt.

So, as we always say, there really are jobs for all ages on the 10000 project. Hopefully the experiences of our three young members will inspire more young people to join us!

Left: Seth Below: Kieron



Tail light Mark Walker

For new readers, this section of the magazine is where we have a look at some of the smaller items that are steadily accumulating in our workshop.

Earlier this year, we heard that the owners of 37 711 would be scrapping the loco, as it had been stripped of all reusable parts. However, we have a different view on what counts as reusable and managed to arrange a trip to have a look. Although the loco was off its bogies and indeed heavily stripped, we found lots of useful items – cab cookers, internal doors, bulkhead lights, and the items pictured here, the chain driven handbrake mechanisms.

The handbrake had been one of those little tasks we knew we would have to think about (as the one on 58022 wasn’t suitable) but had never made it to the top of the to do list. But, as is so often the case, an opportunity presented it, and our volunteers spent a long and hard day removing the mechanisms from both ends.



One of the handbrake mechanisms, chain driven from the handbrake wheel in the cab.

It looks like these parts have never been removed from the loco since it was built. After refurbishment they will once again be one of many unseen, unknown, but vital parts of our recreated loco.

Fortunately, another item we have acquired this year is a degreasing bath, which will soon be receiving possibly its biggest ever challenge! We look forward to showing you the finished item soon.