



The Newsletter of the Ivatt Diesel Recreation Society



View from the Chair

Mark Walker

of bogies in the rain to take photos for a CAD drawing, found an original 10000 bearing cap to use as a casting pattern I also started to read a manual about class 58 air brakes and discussed the merits of different types of primer. That pretty much sums up the last six months – unpredictable but fascinating.

Six months ago, we had a mountain to climb. We had some new people on board who had already started bringing the project back to life, but honestly, I didn't know whether we would be able to turn the fortunes of the project around. I shouldn't have worried. We have achieved far more than I expected, and learned a lot along the way. We now have an engineering team, a CAD team, a sales and information stand that has travelled the length and breadth of the country, a great group of volunteers, promotional videos being created, and new people coming forward all the time with new skills and experience. This is all backed of course by you, our members, without which we would still be sitting in a room talking about trains.

The response to our funding campaign has been excellent, and we are on the verge of making a huge step in the project. Many people have said to us, yes, it all looks great, I will come on board when you actually DO something. Well, we are about to. We now have the funding in place to purchase the EM2 bogies stored at Swanwick, and we are in negotiations with the EM2 society about the details of the sale. All the long hours of background work are about to pay off as we prepare to refurbish and modify the bogies ready to go under the class 58 chassis. We have climbed the first mountain, and we are in good shape to tackle the next one.

Finally, I would like to thank our President, Stan Fletcher, for spending a day with us last month talking about his memories of 10000. It was a truly memorable day, and we barely scratched the surface of his experiences. The video of the interview is being finalised as I type, but we are already making plans for another interview next spring.

It's been a great six months, and although I still have no idea what the next six months will bring, I don't have to worry any more whether we can do it.

The future is bright: the future is black with silver lines.....

In this despatch

Getting involved
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Tail lamp



Volunteer opportunities - Your input is valuable to the Society. Face to face conversations are the best way of spreading the message and attracting donations toward 10000's rebirth.

SOUTHERN

Southern area information stand – We need volunteers who live in the 'Southern' region to man the stand. The Swanage and Mid Hants lines are ideal candidates and we have approached them in outline to get a place at a diesel gala. The Bluebell line is another venue for us to consider attending, should we have volunteers available to run the stand.

SCOTTISH

Scottish area information stand – It is likely that we could have a place at the Glasgow model railway exhibition or at railway galas, active volunteers permitting.

MIDLANDS

Midlands area group – Our first meeting was on the 21st of November in Derby. We hope this group will facilitate greater public awareness in the Derbyshire and Midlands area. Eventually this group is likely to form working parties on the loco itself.

Diesel locomotive engineers – As the project moves forward we need to expand our existing engineering team.

Leaflet distribution - We need to distribute leaflets to heritage railways, museums and libraries throughout the country. Then maintain the stock as required. Can you do that in your area ?

Gift Aid processor – We are looking for someone with experience of claiming Gift Aid from the HMRC.

Fundraising co-ordinators – We need someone to bring fresh ideas to raise funds and help to co-ordinate our fundraising efforts.



Always feel free to call ! Please get in touch at any time to discuss how you could help achieve our aim. Contact us on info@LMS10000.co.uk, call 0755 162 1685 or post to IDRS, 46 Biddick Village, Washington, NE38 7NP.

AGM – change of date

The new date chosen for the AGM in 2019 is **Saturday 23rd March**.

Venue is the same as last year, the Aston Hotel, Derby.

The date was previously arranged to be Saturday 27th April 2019

Society President Stan Fletcher will attend and will be available to talk about his experiences working with English Electric as a commissioning engineer.



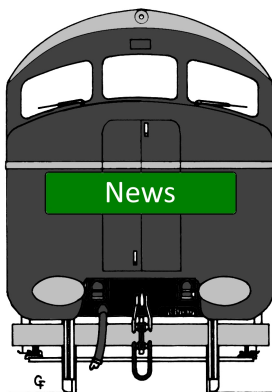
10000 hauling the Royal Wessex train, showing the train name board which we use to illustrate page headings in this issue.
Photo & all sketches: ©CJM Collection, Courtesy of Modern Locomotives Illustrated Magazine/Graham B Fenn.

The Business Plan

The project's Business Plan is now available for download from our website downloads page www.LMS10000.co.uk/downloads

If you would like a paper copy please contact us on info@LMS10000.co.uk, call 0755 162 1685 or post to IDRS, 46 Biddick Village, Washington, NE38 7NP.

The Business Plan is an evolving document and we would much welcome the input of an experienced Business Planner to assist with the future editions.



Videos

We have a number of videos now on our LMS10000 Vimeo and Youtube channels along with the website at www.lms10000.co.uk/video

During the summer our video producer Alan Taylor worked with Mel Harwood to produce a professional standard documentary about 10000 and our project. In September we made a video showing our English Electric 16SVT power unit. Then in October we interviewed the Society's President Stan Fletcher at Rowsley.



Heritage Railway Association

Our 'corporate membership' of the HRA was renewed in October. The HRA is a voluntary run trade association representing Heritage & Tourist railways, related Museums, Tramways, Cliff Lifts, Railway Preservation Groups and related organisations.

Working parties

In September and October volunteers met at Rowsley to check the condition of our I6SVT power unit, finding it to be in excellent condition.



We have also bought one new tarpaulin for the power unit (it has three) and obtained tarpaulins to cover 58022 and the bogies.



NEW MUGS FOR SALE

A brand new design of mug has been made for our shop.

Costing £7 each before postage.

See website www.LMS10000.co.uk/shop

You can also get these mugs at our information stand which will be at the AGM.

L -The EM2 bogies at Swanwick

R – Paul Etherington at Rowsley, discussing plans for 58022 with members



Mark Walker

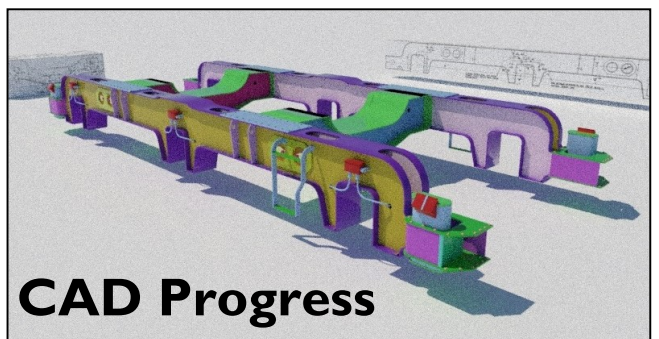


Information stand

Our information stand has attended many galas and events in the past year and particular thanks are due to Tony Ellershaw who manned the stand single-handedly on 5 days. We have attended at Bury(x3), Derby, Kidderminster, Rowsley, Toddington and Wirksworth. In the coming 18 months we would like to spread the word wider by going to venues in the Scottish and Southern regions to reflect the Twins' travels the length of Britain between Bournemouth and Glasgow.

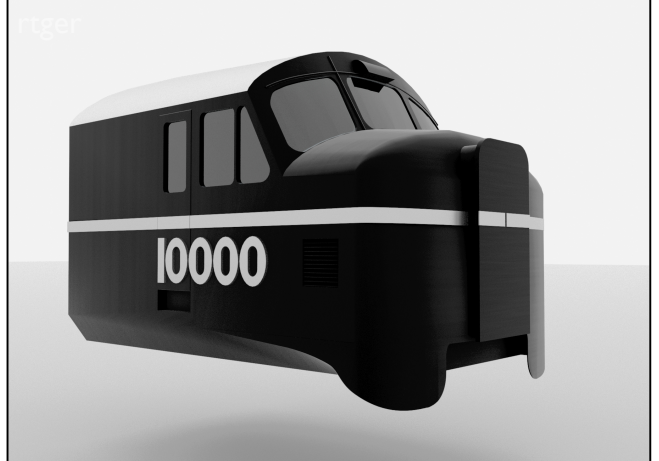


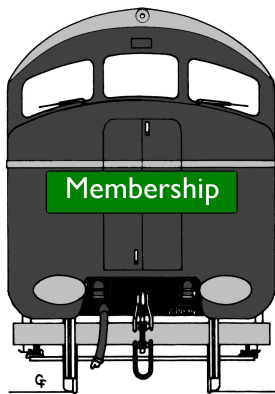
Douglas Kydd



CAD Progress

Our three man team has produced models of the bogies and cab to date. Original paper drawings are being scanned to enable further detailed CAD to be produced.





Membership news.

Following discussions at the EGM we have restructured the membership system to encourage monthly donations to form a more predictable stream of income.

First, let me emphasise that no-one loses out. You were a member before the change and you are still a member till the end of the term you paid for, whether that be 1 year, 5 year, 10 year or Life..

So, for instance, if you're a Life Member there is no change at all. But we hope that you will choose to set up monthly payments to help us purchase loco components and a shed.

If you paid for one year's membership then, at the end of that 12 month period I will write to you personally to guide you onto the new system, if you have not made the transition under your own steam before then.

The membership benefits you receive will be commensurate with the total donations you have made.

How to do it

- Simply choose how much you can afford to pay each month. £5 to £20 per month are average amounts paid this way.
- Annual lump sums are acceptable instead. Please email info@LMS10000.org to let us know that you intend to pay lump sums.
- A Standing Order form is on the back page of this newsletter. Feel free to begin monthly payments now.

FAQs

Q – How much do I have to pay per month? It isn't clear.

A – There is no fixed sum. Pay as much as you are comfortable paying per month. The more you pay the more benefits you're entitled to.

Q - What if I am paid 4-weekly ? Paying monthly is not convenient for me.

A – Set up a 4-weekly standing order. *(We are aware that a couple of banks don't process 4-weekly standing orders. If that is your bank, just get in touch with us on info@LMS10000.org. We won't bite!)*

Q – I don't want to pay monthly. Can't I pay yearly like I used to?

A – Yes. Just work out how much you could afford to pay monthly and multiply that by 12

Q – I am unemployed and will struggle to afford £5 per month. Can I pay less?

A - Yes, of course, the minimum monthly payment is £2 per month.

Life Members

This autumn we were able to make special edition mugs exclusively for Life Members. If you are a Life Member and do not have yours yet please arrange with Tony Ellershaw to collect it from our information stand at a forthcoming gala or exhibition, or, for it to be posted to you.

Contact info@LMS10000.co.uk



Benefits for donors:

At our September 2018 meeting members decided to name the levels of benefits for donors "Notches" to reflect 10000's notched driver's controller.

The figures quoted in each Notch category are cumulative totals of all your donations made, not single donation amounts. All benefits apply retrospectively to all donations made in the past.



NOTCH 1 – £24-£59 - All donors are offered the opportunity to become members of the Society at no extra cost. As members they will receive copies of the Society newsletter, be able to do voluntary work toward 10000's re-creation, be invited to society events and have voting rights at meetings.



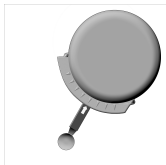
NOTCH 2 - £60-£119 - members will receive a discounted ticket price on one of 10000's first trains.



NOTCH 3 - £120-£239 - members will be offered a free seat on one of 10000's first public trains in addition to Notch 2 benefits.



NOTCH 4 - £240-£499 - members will be offered a cab ride in 10000 along with Notch 2 & 3 benefits.



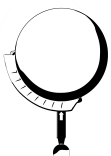
NOTCH 5 - £500-£1499 - members will be offered a free seat on 10000's first passenger train in addition to the benefits offered to Notch 2-4 members. Those people who were Life Members in the previous annual membership system are automatically Notch 5 members.



NOTCH 6 - £1500+ - members will be offered a driver experience package, including an opportunity to drive 10000 along with all benefits offered to Notch 2-5 members.



NOTCH 7 - TBA

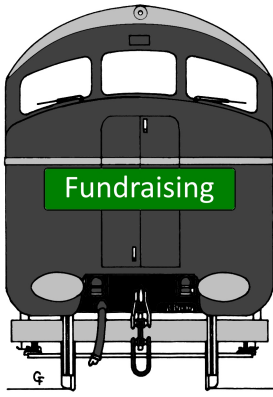


NOTCH 8 - TBA



Notes:

Driving not on public trains. Subject to arrangement, availability and conditions of third parties.



Fundraising targets

On this page lets look at the challenges that face us. Then on the following page lets look at the next step forward.

Buy Bogies Estimated cost: 15k (our estimates)
 Status: Negotiating Nov 2018

Restore bogies Estimated cost: 15-20k
 Status: Fundraising ongoing

Restore chassis and fit to bogies Estimated cost: 15-20k
 Deadline: ASAP – this will enable further jobs to move forward, notably removing unrequired components from the chassis and installing overhauled components onto the chassis.

Obtain parts from class 20s Estimated cost: 10k
 Deadline: Withdrawal likely within 12-18 months with very little warning. Difficult to raise money in such a small window.

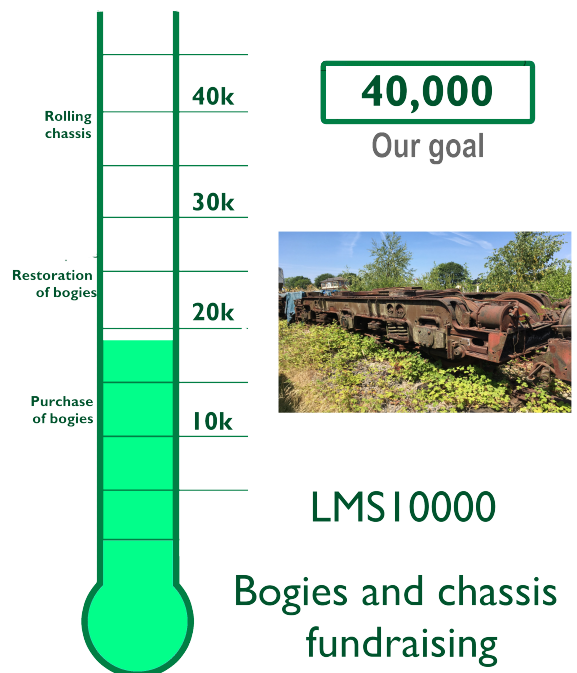
Obtain, build and furnish a shed Estimated cost: 30-100k
 Deadline: It is far from ideal to reconstruct a diesel locomotive in the open air. Ideally we need a shed. The cheapest alternative would be a plastic tunnel construction. In addition to constructing the loco we would have the opportunity to invite supporters to view progress. There are a wide variety of possibilities, which may depend on cost and availability of suitable locations.

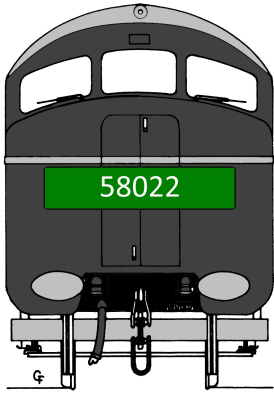
Create a cab for 10000 Cost: not yet available
 Deadline: No critical time to build. This is an item which will create good publicity and would be a morale and confidence booster for the project.

Obtain a class 37/0 or 37/6 or parts from them Cost: not yet available
 Deadline: Withdrawal likely within 12-18 months with very little warning. It will be difficult to raise money in such a small window so some focussed fundraising will be required.



A less than pristine, but nevertheless well-performing 37218 at Carlisle on 02/11/2018
 Photo: Raymund Condron





The Society owns 58022 which is located at Peak Rail. It is planned to use the locomotive's chassis to form the basis of the new 10000. The 58 and D16/1 classes are among a small number of British classes to have a load bearing frame rather than a monocoque body. As such the class 58 design was an appropriate choice to use for the new 10000.

58022 was completed in December 1984 and withdrawn from service in February 2002 though it appears to have been out of use for up to 3 years at that time. It sat at Crewe for 15 years, being robbed of parts, before being bought for this project.



Our loco 58022 stored at Crewe. Photo: Adrian Nicholls.

The intention is to sell un-necessary parts, such as the cabs, the Ruston power unit, bogies etc. The restored EM2 bogies will then be fitted to the frame.

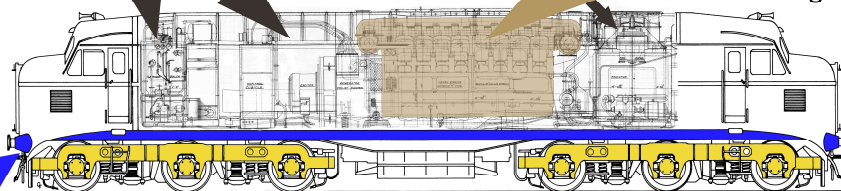
How we will make the new D16/1 no. 10000



CI 20 / 37 - a variety of parts



English Electric 16SVT



Class 58



Class EM2

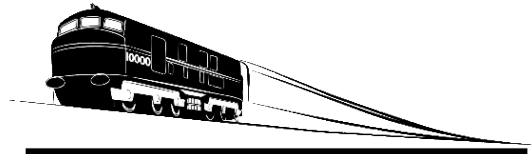
Future fundraising # 1

We intend to launch a new appeal in the immediate future. Here is an advance glimpse.



Stan Fletcher.

Photo: Alan Taylor/IDRS



LMS 10000

President's Centenary Appeal

Stan Fletcher is President of the Ivatt Diesel Re-creation Society. From 1947 he was one of English Electric's commissioning engineers for the London Midland & Scottish Railway's new D16/1 design diesel loco 10000 and its twin 10001 during their first 150,000 miles.

Aged ninety-eight, Stan is eager to see progress with the project to re-create 10000. Here, in his own words is an appeal to all Britain's railway enthusiasts.

"Like many enthusiasts and ex-railwaymen, I dearly long to see the 10000 project come to fruition. To do so we need parts from classes 20 and 37. The remaining members of those classes are still in service and are likely to be withdrawn from service before too long.

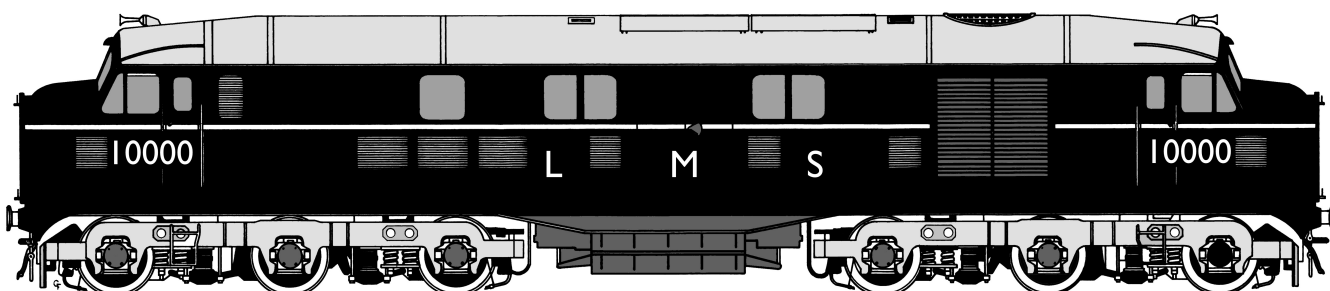
It is essential that we have at our disposal the resources to purchase parts as they become available. Would you please help me to raise £100,000 by my 100th birthday in March 2020. We can raise this sum if 100 people can give the charity £85 per month for 12 months. Gift Aid will add to that total.

In October I was interviewed on video for the project's benefit, sharing my memories of 10000 and my time with English Electric. You can find that recording on the website www.LMS10000.co.uk/gallery

Thank you for taking the time to read my request. May I extend an invitation to meet me at the Society AGM on the 23rd of March 2019. Details can be found on the website."

We intend that this appeal will appear in the national railway media in January.

Future fundraising # 2



LMS 10000

CoCo Club

We hope to begin a form of '100 club' shortly, similar to those run by other railway groups. The title reflects 10000's wheel arrangement with each bogie having three powered axles.

As yet we are in the process of registering the Society to operate lotteries, after which we will send out more information. The basic format of the CoCo club will be a number of people signing up to make regular fixed monthly payments, with 1 or more winners selected at random each month, who will receive a proportion of the total amount, with the remainder going towards funding of the project.

A roof over our head

As the project moves forward we have need of a building for a number of uses:

- 1) We need covered accommodation in which 58022 can be disassembled, items stored, then 10000 constructed. Such a building has previously been discussed with Peak Rail. No conclusion has been agreed to date but we remain optimistic.
- 2) Covered accommodation is also needed in which to restore components.
- 3) A key step forward will be our ability to invite donors and members of the public to inspect progress within a project building.
- 4) An educational display is planned to show visitors the place that 10000 has in British railway history, together with a display of the history of post-war engineering in Britain, to include our particular power unit from the MOD.

These options do not necessarily need to be the same building. There are three options detailed on the website: a surplus building donated to us, a building constructed from scratch or an existing warehouse or industrial unit.

If a company would like to sponsor the shed we would be keen to discuss this. We are also open to the idea of sharing a facility with other heritage groups, subject to agreements.

If you are able to assist us with a suitable building, please contact us at info@LMS10000.co.uk or on 07551621685

Sponsors adverts

We are happy to offer mention for each company that offers support and sponsorship. We are grateful for the support offered to our project. Feel free to contact us about sponsoring the project at info@LMS10000.org or 07551621685

FIRE & SECURITY



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TAIL LAMP

What happens next? Assuming that we are able to purchase the bogies in the next few weeks – then the real work begins!

A thorough strip-down and appraisal of the bogies will be necessary. We would like to use as many existing parts as possible however the suspension, brakes and traction motors will need thorough overhaul at least and complete replacement at most, depending on assessment.

The most important to verify is their integrity for further use, namely to inspect them for defects. It is definitely the correct approach to refurbish the bogies step by step, the first of which will be to disassemble, clean to bare metal then undertake non-destructive examinations (NDE) of the critical load bearing areas: axles, high stress points. Types of NDE would be ultrasonic for axles and magnetic particle for the framework. The NDE would need to be documented and certificates provided, to satisfy regulatory authorities. At that point there would be a hold to review the findings and enable a decision to be made on any required repairs.

Our lead engineer is currently making sure that we can use of an improved braking system without compromising the integrity of the EM2 bogies. Other areas to be considered include the axle end bearings and the suspension tube bearings. The latter look to have been open to the weather so could be a problem. Some of the axle boxes' manganese liners are damaged and coming away from the frames. Hopefully they can be machined and repaired. Replacing them will be a big job.

If all is fine then work will continue toward re-assembly and painting. At the same time we will be looking to strip 58022 so the chassis can match up to the bogies as soon as possible. Covered accommodation is by far the best scenario in which to undertake this work.



10000 and the three D16/2s at Derby in 1963 – Peter Gaston