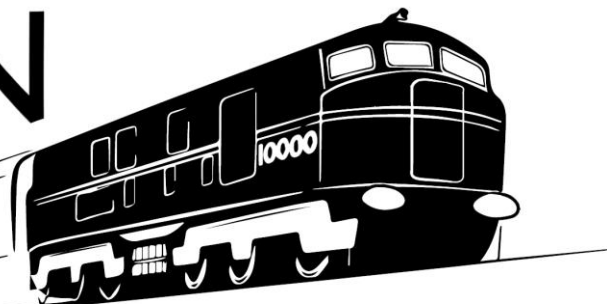


ICON



The Newsletter of the Ivatt Diesel Recreation Society



Photo: Colin Marsden

Welcome to this issue of Icon.

It's a pleasure to be able to report that the view from the Chair continues to improve with each month that passes. There is a lot to tell you all, and in this issue you will find the annual report, which will bring you up to date with all the progress we have made.

The main event that has taken place since the last issue is that we held our AGM on 24th March. I would like to thank all those who attended - almost 3 times as many people as came last year. As well as a useful meeting, it was good to meet some people face to face that we have only talked to previously on the phone or by email.

It was also a pleasure to be able to present one of the new works plates to our President Stan Fletcher, to mark his recent 99th birthday. I would also like to thank the members present who voted to allow me to continue as Chair for another year. We have achieved a great deal, but there is still very much more to do.

We have received some excellent donations recently, and in this issue you will also find details about our new Co-Co Club, where you can help us achieve our aims, and also have a chance of winning some great cash prizes, or you can buy a raffle ticket through our website shop. I hope you enjoy reading this issue of our newsletter. Thanks are due to Andrew Hoseason and Ian Walmsley for the content.

As always, if you have any questions or comments, you can contact me at info@lms10000.co.uk



10000 at Derby circa 1962 - IDRS

In this despatch

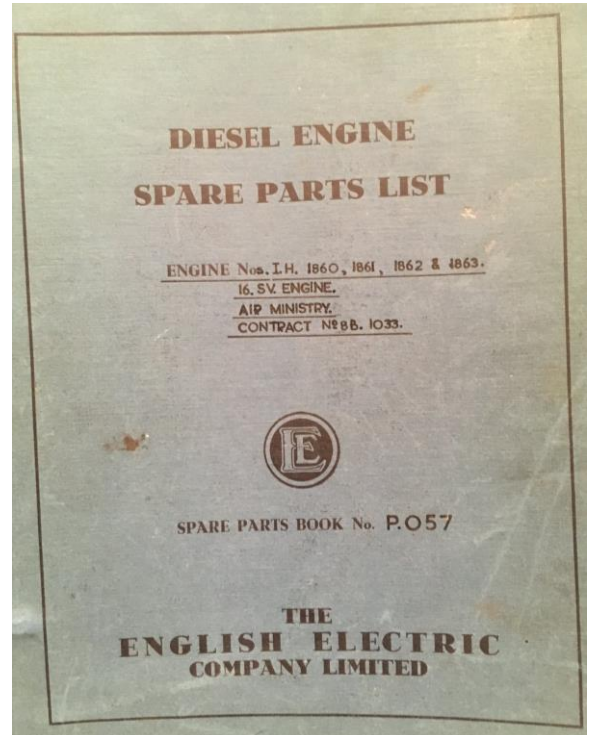
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HEADLINE NEWS



Our original power unit, English Electric 16SVT number IH1861 was obtained from the RAF in 2012. We knew about the second unit, 1863, but it was not until this spring that it became officially surplus to their requirements.

A set of tools has already been collected. Much more work will be required before we can disassemble the power unit and other equipment.



Tony Ellershaw and Mark Walker wrapped two layers of tarpaulins over 58022 in February. It was quite a task for two people on their own, given the weight of the tarps. It took considerable effort to haul the heavy tarps over the locomotive. Here we see the 58 partially clothed during a well-earned rest period.



It should not come as a surprise to our members to know that we purchased the ex-EM2 bogies from the EM2 Locomotive Society on 31 December 2018. This purchase marks the end of the beginning for our quest to reconstruct 10000. We can now begin the process of restoration and construction, rather than only stockpiling parts which we've done to date.

A second promotional video was made public over the winter, thanks to Alan Taylor and Mel Harwood.



From the office

An unfortunate side effect of fundraising is that the guy who harps on about giving money is likely to become the most unpopular person in a charity.

That role falls to me. Don't worry, I will not disappoint!

What have we done with your money?

Putting things in perspective, since 2016 the Society has:

- obtained a locomotive thanks to a donation from a member,
- purchased a set of bogies (which will now need to be stripped and overhauled)
- widened public knowledge of the Society through advertising
- obtained parts as they come available
- saved to enable tactical purchases in the near future

What will your money be spent on in 2019/20? In the next year a broad variety of tasks and targets are attainable:

- Movement of the second 16SVT power unit
- Dis-assembly of the bogies, assessment and conservation of the frames
- Purchase of an overhead gantry crane and other items, subject to availability
- Workshop and engine shed construction

It is physically possible to do all of these tasks at the same time. However that is unlikely to be the case because each task requires use of the same money we possess. So, careful prioritisation will be needed. Indeed, over the last few months our priority list has changed frequently.

The bogies were top of the list until March when we were told that the second power unit was ready to be taken away. There is a time constraint upon this work, so this work has suddenly risen to the top of the task list. Considerable work with spanners will be needed if, as we hope, we are to take the power unit and all ancillary equipment, some of which is shown on the preceding headline news page.

e-newsletters

We sent members emails containing notice of the bogies' purchase in January and our Annual Report in March along with e-newsletter 6. Those whom we do not have an email address for received the Report by post. However, analysis from our email service shows that although 98.9% of emails were successfully delivered, only 69.9% of members opened the email. Therefore, if you would rather receive such information by post please contact us to say so.

Membership

As of the start of April we have 110 members, of which 54 are donating monthly, providing £741.15 a total of each month. It is good to have a regular cashflow that can be anticipated. Clearly the more money we have coming in, the quicker we can get things done – and the more certain we are to be able to purchase items when they are available. There are a number of cunning ways to help you part with your hard earned money. On the following page you'll find out about the Raffle and the Co-Co Club, a leaflet for which is enclosed. A standing order form will be enclosed with this newsletter for use if you have not already done so.



LMS 10000 Co-Co Club

Registration under the Gambling Act 2005 finally came through in March, enabling the Society to begin the raffle and lottery.

The Co-Co Club is easy to join and costs just £5 a month. Every 3 months, a prize draw will be held. The winners will share 50% of the prize fund with the remaining 50% going to the Presidents Centenary Appeal to help us recreate 10000.

There is no limit on the number of members, or the number of £5 entries you can make each month. The prize money for each draw will be 50% of the funds held so the more entries, the more there will be to win! The 1st, 2nd and 3rd place prizes will be 70%, 20% and 10% of the prize money.

Draws will be held in the first week of April, July, October and January. The constitution is printed on the leaflet enclosed with this newsletter and available via the website.

Why the 'Co-Co Club' ? As well as being Britain's first mainline diesel locomotive, 10000 was also the first British Co-Co locomotive in traffic. Co-Co is the notation used by railways for a locomotive with two bogies, each with three axles powered by electric transmission.

President's Appeal Raffle

This is the first raffle that we have run, and we are very excited to have some excellent prizes up for grabs!

- First prize is a limited edition OO gauge Bachmann box set of both twins shown in the picture.
- Second prize is a OO gauge model of 10000 in its later BR green livery.
- Third prize is a one day adult ticket to a UK diesel gala of your choice in 2020

The raffle will be drawn on Sunday 24th November at our information stand at the Warley Model Railway Exhibition.

All proceeds will go to the Presidents Centenary Appeal. Tickets are £1 each and can be bought at our information stand throughout the year, or in our online shop.

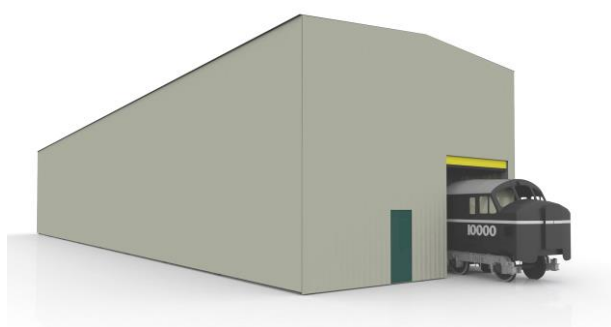


A WORKSHOP OF OUR OWN

Although our focus has been on other things for much of the last year, we are reaching a point where covered accommodation would be a great help to us. A building of our own will be a huge step forward, permitting:

- A place for supporters to visit and see progress
- A restoration and maintenance facility
- A centralised site, avoiding storage in multiple locations
- A museum of artefacts of the Twins and the English Electric Company
- An exhibition of 10000 and English Electric and their legacy within post-war British engineering.

We put a proposal to the Directors of Peak Rail late in 2018, who asked for more information about aspects of the project. At the moment there is nothing definite to report but as soon as anything is finalised, we will inform members.



Artist's impression – Alan Taylor & Karl Lambert-Holmes

Grants

We would like to attract grant giving bodies to create our educational display and to finance the workshop.

Volunteers with experience of making grant applications are always welcome.

Contact info@LMS10000.co.uk

Corporate funding

We'd like to attract sponsorship from companies toward construction of our workshop and will be working on this during 2019. We are in discussion regarding a sponsorship arrangement at the moment, but at the moment there is nothing definite to report. As soon as anything is finalised, we will let you know.



Artist's impression – Alan Taylor & Andrew Hoseason,
Photo: Mike Morant

Supporters

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.co.uk or 07551621685

FIRE & SECURITY



"Your Security in Safe Hands"

www.waveley-security.co.uk

Unit 13, Stadium Close, Cardiff, CF11 8TS

THE BOGIES – BACKGROUND

The bogies are of a design common to classes D16/1, EM2 and D600 Warships with small variations between them, notably the springs being less substantial for the electric locos in view of their lesser overall weight.

The British Rail Class 77, also known as Class EM2, is a class of 1.5 kV DC, Co-Co electric locomotives used on the Woodhead Line between Manchester and Sheffield. In 1948 an order was placed for 27 locomotives but with subsequent research showing the benefit of AC electrification, the order was reduced to 7 locos. They were built in 1953–1954 at Gorton Works, Manchester with electrical equipment supplied by Metropolitan-Vickers.

Seven locomotives of this type were constructed, being named after Greek and Roman Goddesses. They were all withdrawn in September 1968 then stored at Bury by BR. One year later the entire class was sold to the Dutch national railway operator Nederlandse Spoorwegen, where they became the NS 1500 Class, numbered in that series in the order they left their workshops.

Three of the EM2s have been preserved. No. 27000 Electra has been preserved at the Midland Railway – Butterley, while 27001 Ariadne is now displayed in the Manchester Museum of Science and Industry. No. 27003 Diana (NS No. 1501) has been preserved by Werkgroep 1501 in the Netherlands. At the time of withdrawal from NS service Electra had clocked up 5,000,000 miles service, as well as having possibly the best name ever applied to an electric locomotive.



Although 1503 Juno survived to the end it was not preserved. Instead, the bogies passed to the EM2 Locomotive Society who stored them as spares for 27000 at the Middleton Railway and then the Midland Railway - Butterley. As it became apparent that 27000 would never need them they were purchased for a future, which hopefully will see them powered up under the new 10000.

*Photo: 1503 at Hoek van Holland at the start of the EM2 Farewell railtour on 14/06/1986.
Alan Morley.*

What work will need to be done on the bogies in order to bring them up to standard?

This question can only be fully answered when the bogies have been stripped and fully inspected. The main components appear to be in good condition and should not require substantial repair, although all the manganese liners will likely need to be replaced, which will be an expensive job. Following dismantling, shotblasting and repairs, the bogie frames will be strengthened to improve the stability of the finished locomotive. All the springs will need to be replaced, as 10000 will be around 25 tonnes heavier than Juno. The traction motors will either need to be completely refurbished, or replaced from the Class 58 “bone donor” 58022.

The bogies require a complete strip down and cleaning back to bare metal. A basic independent assessment of them has already been done. Although the bogies are very similar to those used on 10000 and 10001, they will need additional bracing, sandboxes, footsteps and springs. New coil springs are required to take the extra weight while the leaf springs will need to be replaced due to corrosion.



NEXT STEPS

Work on the bogies will begin soon. They will be stripped, shotblasted to bare metal and painted after non-destructive testing has assessed if other work is needed. Full reports will be produced regarding the state of the bogies, bearings, traction motors and axles, these being safety critical components.

New brakes will be necessary and the first choice are those fitted to 58022. Assessments will be made to ensure that no new stress points are created in the bogie frame by the new brake assembly, which will be the third design that the bogies have hosted, following those fitted by BR and NS.

We can sell some components from 58022 which are not needed, notably the cabs, power unit and bogies. A set of stands has recently been purchased to support the loco frame when the bogies are removed. In order to do this we need to move the loco to a location where it can safely remain static while work is carried out. Various options are being looked at for housing the loco and having the work carried out and we hope to provide more information on our website and social media outlets soon.

What constituent parts and components have you acquired or identified as potentially available so far?

The society has purchased a 16SVT engine, of the same batch as the one used in the original locomotive, which is in very good condition and has only run for around 400 hours since being built. This was paid for by the “Buy-a-litre” campaign (reflecting the power unit’s 247 litre capacity). We asked 247 donors to give £100 each. In the end some members gave considerably more and the fund was quickly subscribed.



All being well, we will also be able to obtain a second 16SVT engine and have it moved into dry storage before the end of the year.

We have also obtained a donor locomotive, number 58022 thanks to the generosity of a member. The intention is to strip this locomotive so that the main frame can be used as a base for the recreated 10000. The remaining parts of this locomotive that are not required will be sold to raise funds, although, subject to their condition when stripped, some key items may be retained for use on the finished locomotive.

The ex-EM2 bogies were the last major piece in the puzzle without which the locomotive could not be constructed affordably. After a thorough examination it will be decided whether to refurbish the existing traction motors, or to modify the bogies to accept Class 20, 37 or 58 motors. We are following up several options and the final choice will be dependent on cost, condition and availability.

Other parts are being collected as they become available. A major concern is that classes 20 and 37 are likely to be withdrawn from service in the near future and so spares and parts will be available for a short period only.

Any consumable parts will be remanufactured along with the majority of the cab fittings to create an original looking cab environment. All possibilities are being assessed to make sure the optimum balance of recovered and manufactured parts is achieved.

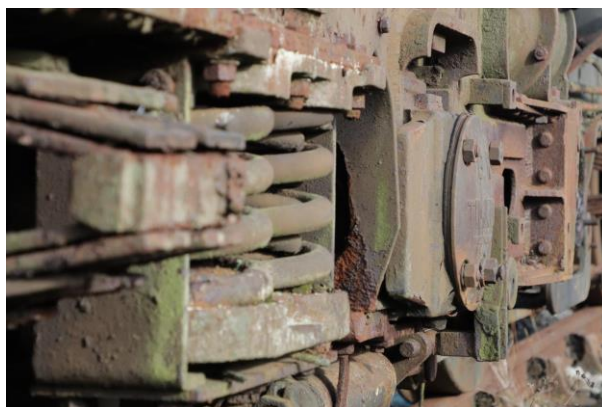
How much would this project cost and how long, roughly, would it take to complete?

The project has been costed at £750,000, which is roughly half the cost quoted by similar new build steam loco projects. This costing depends upon many assumptions and scenarios, all of which it is sensible to explore at present. With a tenth of that figure we have already purchased a power unit, the bogies and a locomotive!

There are many variables that may cause this figure to change, for example:

- The cost and availability of a donor loco and other required parts.
- The extent of repairs required to the bogies when stripped and inspected
- The cost of refurbishment of electrical machines
- The cost of building a shed to build and store the locomotive
- The availability of equipment donated to the society

It is estimated that the project could take up to 10 years to complete. This is heavily dependent on the availability of funding, and this timescale could be significantly reduced if funding is available at an early stage to allow the building of a purpose built shed and the purchase of a donor loco to provide the remaining components required. If the rate of progress of the last year can be sustained, or even improved on, 10000 could be hauling passengers again, in the words of JFK, "Before this decade is out" (although that was just a moon landing).



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.



During and since the AGM four people stepped forward to offer their experience in areas of engineering knowledge, fundraising and computer skills. Thank you to those welcome volunteers.

With so much happening at the same time, our trustees and key members are struggling to keep the plates spinning.

We need help:

- Editing newsletters using MS Publisher or Adobe Illustrator or similar
- Fundraising
- Obtaining grants
- Securing corporate sponsorship

Always feel free to call 0755 162 1685.

Please get in touch at any time to discuss how you could help achieve our aim.

Contact us via info@LMS10000.co.uk or by post to IDRS, 46 Biddick Village, Washington, NE38 7NP.

Information stand – Andrew Hoseason

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.

I assisted Tony for most of the events in 2018. Unfortunately I do not have a car at present so cannot easily continue to attend around the country. I think that it would be unfair on Tony to rely on such single handed work in future.

Please do offer to help give out leaflets and chat with visitors at the stand.

- ✓ **Derby model railway exhibition – 11/12 May**
- ✓ **Crewe (Locomotive Services Limited Depot) – 8 June**
- ✓ **Ecclesbourne Railway – 10/11 August**
- ✓ **Warley model railway exhibition – 23/24 November**

More dates will appear on the website diary and in our social media.

OUR PRESIDENT - STAN FLETCHER

Stan Fletcher is President of the Ivatt Diesel Re-creation Society. Between 1947 and 1983 he was a commissioning engineer with English Electric, later part of GEC. He was part of the team at Derby that built and tested the London Midland & Scottish Railway's 10000 and its twin 10001, becoming involved when 10000 was just an underframe.

In the photo on the right he is the younger man in the white English Electric overall, seen at the loco launch at Euston, among all the top brass from EE and the LMS.



Stan travelled behind the Twins during their first 150,000 miles on the Midland and West Coast main lines, including the Matlock line that is now Peak Rail. Now in his 98th year, Stan was at Rowsley on Peak Rail during October 2018 to take part in filming for a future Society video and to sign a Royal Scot booklet dating from 1949.



On the 1st of June 1949 the Twins hauled their first Royal Scot train from London to Glasgow, a popular train with the great and good of the day. Stan recalls seeing actress Dorothy Lamour travelling behind 10000, maybe if there had been a "Road to Glasgow" movie his career may have taken a different turn, but Stan's time on film was a long way in the future. Focus remained on the behaviour of the twins, noting readings on one of the most demanding turns of the day. Exhaust and coolant temperatures were always kept under close scrutiny.

The Twins' first Royal Scot was a particularly heavy train, including three carriages full of VIPs, some of whom were taken through to the lead loco. Venturing forth in groups of four through the nose end doors and engine rooms no doubt some wondered what they were going into. The mini-tour paused in the intermediate cabs to describe the controls, and presumably so the group could compose themselves before running the gauntlet of the next engine room with no ear defenders. On reaching the front cab the line still on every cab pass today was strictly observed; "Do not distract the driver".

But despite outward appearances, all was not well as one of the twins lost power towards the end of the journey, so only one loco was hauling the train and the dead loco. Stan found an air leak on the feeder pipe to the pneumatic contactors air reservoir, so the air that should hold them closed was leaking away and they stayed open – hence no power.

Luckily this was not during one of the heavily graded sections of track and in classic commissioning engineer fashion, the pipe was temporarily repaired using chewing gum and tourniquets, then a coat placed casually over it so as not to attract the attention of passing VIPs.

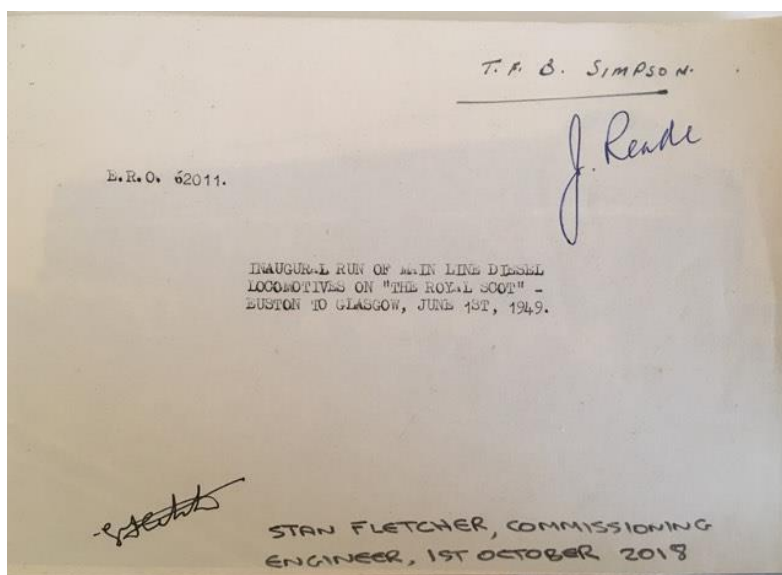


Photo: The Twins hauling the Royal Scot.
H Williams

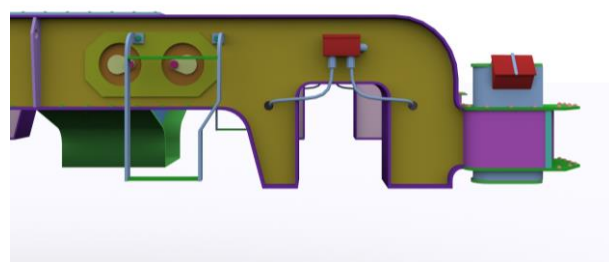
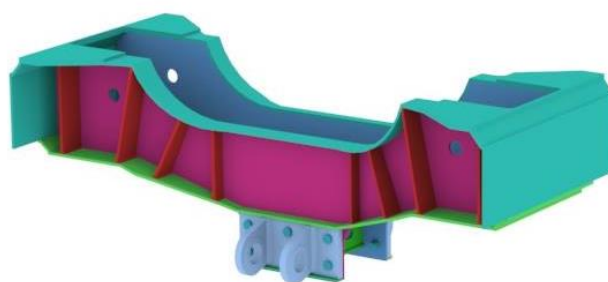
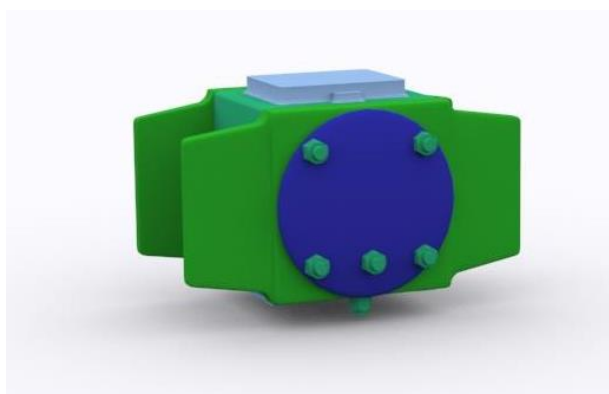
Fortunately they were able to do this repair while the LMS' guides were having their coffee break, so no VIPs witnessed the repair. A proper repair was carried out overnight and they took the precaution of improving the feed connection on the other loco to prevent a recurrence.

Today such a "fleet modification" would require a list of signatories, risk assessments and drawing amendments, but in 1949 the twins were again identical by the morning.

The Society recently obtained a copy of British Railways' handbook of this initial diesel-hauled Royal Scot run, which Stan signed during his visit to Rowsley, appropriately sitting in an NRM-owned LMS carriage. The booklet is marked as the copy handed to T.F.B. Simpson, Works Superintendent at Derby from 1947.



CAD update



CAD artwork from Karl Lambert-Holmes

Top left: an axlebox
Top right: bogie stretcher bar
Bottom: front section of bogie frame



Fundraising targets

Buy Bogies 17k
Status: COMPLETED

Transport the second power unit. Cost: currently in discussion
Status: Action being taken asap. April-June 2019.

Restore bogies Estimated cost: 15-20k
Status: Fundraising ongoing. Summer 2019.

Strip 58022 and prepare chassis to match bogies Estimated cost: 15-20k
Deadline:

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: 30-130k
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: Being calculated at present
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 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.

The Society wholly owns this limited company which will oversee the construction phase. Agreement has been reached with contractors for assessment, stripping, restoration and storage of the bogies.



Red Diamond
Diesel Construction



Ivatt Diesel Recreation Society

AGM Minutes of the Ivatt Diesel Recreation Society

Held at Aston Court Hotel, Midland Road, Derby,
on Saturday 23rd March 2019

Attendees:

Ken Armitt, Don Asher, Phil Aveyard, John Barry, Tony Bennett, Peter Birch, Nick Cotton, Gareth Davies, Ken Dunn, Tony Ellershaw, Paul Etherington, Tom Fisher, Jonathan Fletcher, Stanley Fletcher, Hanson Haigh, Tim Harper, Paul Harrison, Andrew Hoseason, John Lockett, Bob Mather, Ian Mawton, Nick Midgley, Sefan Petraru, Michael Prince, Peter Scott, Faye Shine, Thomas Shine, Gavin Slattery, Phil Stanbridge, Alan Taylor, Andrew Treves, Kieron Walker, Mark Walker, Ian Walmsley, Dave Winter, and one other.



1. Pre-meeting meet and greet

Visitors enjoyed looking at a rich variety of technical drawings, documents, models and large heavy artefacts.



2. Welcome and Introductions

The meeting was chaired by Mark Walker, who welcomed all present and introduced the society trustees. We were very pleased to welcome the Society's President, Mr Stan Fletcher, who was an English Electric engineer in the team responsible for commissioning the original locomotives.

During the meeting, to celebrate his 99th birthday, Stan was presented with a replica works plate by the Society's youngest members.



3. Apologies

Apologies were received from John Glover, David Hancox, Paul McLoughlin and Richard Mellish

4. Minutes of the 2019 AGM

The minutes of the previous AGM (28/04/18) were agreed as a true record of the meeting. Proposed by Michael Prince, seconded by Hanson Haigh.

5. Chairman's report

Mark Walker gave a powerpoint presentation summarising the key points of the annual report. A copy of the presentation and Annual Report is available on request.

6. Treasurer's report

Michael prince briefly summarised the financial state of play for 2018 which was detailed in the annual report. Income was £29,879.49 and expenditure was £24,951.47, notably £17,000 spent on purchasing the bogies.

7. Engineering Plan Summary

Paul Etherington thanked everyone for the progress made in 2018. He highlighted the CAD drawings provided by Iain McIntosh and Karl Lambert-Holmes. CAD drawings will be used to obtain professional assessment of the design prior to construction, at a cost.

We need to engage with people who understand 1980s electronics in the class 58 so would welcome contact from those in the know. Paul said that he would like a contact with Brush to discuss technical details of the electronic system on the class 58 design. One of the people present came forward to provide such a contact.

He described the multiple avenues of research and planning in regard to traction motors and other equipment. Options for using traction motors from classes EM2, 37 and 58 have been considered. We have planned for all possibilities until we are able to confirm that the EM2 motors are suitable for reuse.

Work on the design of the body and cab has continued this year. The sub-structure for the cab will give increased safety for the driver compared to the original. The use of the class 58 chassis will also provide a stronger frame. Paul noted Stan Fletcher's observations that the original loco's frame was liable to bend to some degree.

Paul believes that the 16SVT power unit will produce 1750hp at 750rpm and so should be entirely suitable for heritage railway use.

We need spares from English Electric classes of loco, notably fuel pumps and injectors.

Paul invited questions from the floor.

- ✓ Don Asher asked about the status of the design to fit the 58 chassis to the EM2 bogies. Paul replied that the design work has already been drawn and he hopes it will be transferred to CAD this year.
- ✓ John Barry asked if a fibre-glass cab could be created for publicity purposes. Paul replied that it would be cheaper to make from wood. It could be done although the question of transportation would then arise.
- ✓ Ken Dunn asked about the use of the cooler group and fan from 58022. Paul replied that using the cl 58 system is one option we have explored, though the radiator would be shortened. He noted that the Twins did tend to overheat when running on the main line and the 58 system would overcome that issue. He added to which the new loco would not run under mainline conditions that would create the overheating in the first place.
- ✓ Dr Tim Apthorpe asked via email "How does Paul see our project against the Government intention to replace Diesel before the Twins centenary" Paul replied that he anticipated there would be clauses to exclude heritage traction.

8. Election of officers

No new nominations for key roles had been received. Present trustees were Tony Ellershaw, Paul Etherington, Hanson Haigh, Andrew Hoseason, Michael Prince and Mark Walker. Derek Payne stepped down during 2018.

Members present unanimously voted to accept the present trustees for another year and to retain in the role of *officers*: Mark Walker as Chair, Andrew Hoseason as Secretary and Michael Prince as Treasurer.

9. Confirmation of other roles

Members voted that Tony Ellershaw should continue in the role of the information stand and shop manager for another year. AH emphasised that Tony will be manning the various galas and exhibitions on his own. He asked members to volunteer to help out as soon as the various venues and dates are circulated either in this newsletter or via email and our website.

10. Publicity and fundraising

Andrew Hoseason referred to the annual report in which an explanation of the current situation was available. In the past year we fundraised toward the purchase of the bogies. The total we hoped to raise was £40k and we raised half that. We have now begun fundraising under the banner of the *President's Centenary Appeal* with an arbitrary aim of £100k reflecting Stan's centenary in 2020. So far £5k has been raised. Andrew accepted that fundraising for most heritage projects, not just railway related, was hard in the present financial climate. We need fresh people with fresh ideas and experience to join the fundraising team. Significant costs will be involved if we are to move forward, over the next couple of years, as much as we can do. He highlighted future expenditure for accreditation of construction plans before construction begins, building a workshop and purchasing equipment such as an overhead gantry crane. He encouraged all present to take membership and standing order forms to join the society and contribute to the regular monthly income we receive. We have 110 members, of which 55 are donating a total of £741 monthly.

11. Moving Forward

Mark Walker shared the next steps planned.

It is anticipated that the bogies will be stripped within the next few weeks by a contractor, who will also split the wheelsets and traction motors. Hanson Haigh has arranged for the frames to be shotblasted and painted.

A second English Electric 16SVT power unit, number IH863, is now available to us. We would also like to take the associated equipment. Stripping the pipes, pumps and ancillary parts will be a time consuming process and offers of assistance in April and May are welcomed.

Stripping 58022 has initially been lined up for spring and summer this year but this may be delayed while we concentrate on the items listed above.

We are in discussions regarding corporate sponsorship for one item. Nothing is certain at this point since it depends on costings which should be finalised during April.

Mark mentioned that Paul has been in negotiations for some time regarding equipment available from a now closed power station. These negotiations continue and should we go ahead with purchase and transportation of parts there will be some implication on our ability to finance other aspects of the project at the same time.

We have received two offers of under-cover storage for our power unit(s) and bogies. While not open-ended in terms of time, they will permit us to weatherproof our machinery prior to having a building of our own available.

We are also in discussions regarding acquisition of spare class 58 parts.

Mark took questions from the floor.

- ✓ Stan Fletcher asked if it was possible to make a driver's position for publicity purposes. Mark replied that we are considering this and have already purchased driver's chairs. We are actively preparing a driver's and second man's cab panel, which, while being available for publicity purposes, will eventually fit within the finished loco.
- ✓ A question was asked whether we would be interested in storage in Darley Dale (ie, close to where our power unit and 58022 are located). Mark noted that all heritage railways have limited storage opportunities. We are in discussions with Peak Rail but they do not have the capacity to store additional items at this point. He advised that our possessions were currently stored at 4 locations. Ideally yes storage in a centralised location would be advantageous.
- ✓ A question as asked whether, once painted, would the bogies be re-assembled for display? We had considered this possibility since a set of silver bogies would be of good publicity value. Paul answered that this would be possible in theory, though he was unsure whether the springs currently on the bogies would be refitted temporarily, since we need to finance new springs in view of the heavier weight of a diesel locomotive compared to the electric one previously carried on the bogies.

12. Any other business – included in engineering report above

13. Date of next meeting Saturday 28 March 2020

TAIL LAMP

Watch out for a new interview with Stan Fletcher which was recorded before the AGM on behalf of the Society and the BBC.

Here we see him with Mark Walker during the recording.



Photographer
unknown –
RMWEB.co.uk