

Welcome to Issue 8 of the Icon Newsletter. Each time I sit down to write this part of the newsletter, I ponder over all the things that have happened since the last newsletter, and how unexpected some of them were. That has never been more true than this time around. This has been a very challenging year for many of us, and I hope that you are all safe and well. For the 10000 project, the pandemic has meant a slowdown in activity at the workshop, and long delays in getting anything done. Like many others though, we have found new ways of working to make sure things still get done. It is odd organising ourselves so that we are all at the workshop on different days rather than all together, However, it hasn't stopped us, and as you will see from this issue, there is still lots going on, and progress being made.

Since the last newsletter, we have held our first 'virtual' AGM, and as a result of the success, going forward, you will be able to attend all our AGMs online, which will allow you to be involved wherever you are in the world. We have also taken advantage of the restrictions to make a start on the maintenance manuals for the recreated 10000, a fantastic project involving

Contents

View from the Chair	1
Engine removal	2
10001 works plates	4
Steam heat boiler	5
Update on the buffet car	6
Mk3 sleeper coach	7
Update on the bogies	8
Leaving Peak Rail	9
Gift Aid request	9
The driving seat	10
Shop update	10
Tale of two cabs	11
58022 move	12
Shed improvements	14
Gardening update	14
1501 update	15
2020 AGM minutes	16
Engineering update	19
CoCo Club update	23
Tail Light	24

hundreds of documents, and over 30 volunteers from all over the world.

Of course the big news has been the removal and sale of the engine from 58022, and the transport of the loco from Peak Rail to Wirksworth, where we have continued to remove parts ready for the frame alterations that will be necessary before our EM2 bogies can be fitted. The bogies themselves are still at Swanwick, but we are making steady progress in getting them moved to Wirksworth. By the time you read this, all being well, the move will be complete. We have also managed to acquire a boiler for 10000, which was last used in Deltic 55019 – more details in a separate article on page 5. This will be a long-term project but is a fantastic step forward in producing a loco that will be available for use all year round.

So, a difficult year, but there seems to be light at the end of the tunnel. Thank you all for sticking with us. As you read through the newsletter you will see we have achieved a lot, and there is lots to come over the next year. In the meantime, stay safe, and we hope to see you all soon.

Engine removal

Paul Etherington and Tony Ellershaw

Early in 2020 we received notification from Peak Rail that we would have to pay storage fees on the 58022 from the end of August. This spurred us into action to get the 58 moved. Luckily, this fitted in with some great work in finding a buyer for the engine, and with a bit of assistance from Peak Rail, we were able to get the engine removed before moving the loco, which reduced the weight we would have to move by around 30 tonnes. Our lead engineer Paul Etherington takes up the story.

As with most people our summer holiday plans were in tatters due to the current pandemic. But I did have an unexpected week holiday with a difference – preparing to remove the Ruston power unit and attached Brush alternator set from our class 58.

Thanks to Andrew Civil at Peak Rail, our loco had been well positioned for the works to be undertaken. So, on 10th August I gained access to the 58 to spend a week ensuring that the power unit removal would go smoothly on the following Saturday. Unusually for outside activities planned by the society, the weather was really good, which made a nice change.



The connections to the cooler group have been removed. This space is also where the compressors – long since removed – would have been.

Day one consisted of stripping down the free end drive system for the air compressors and rheostatic cooling system. Access was good, but despite this, years of inactivity ensured we had a fight to liberate this from the free end of the



Bernard and Paul preparing the engine for removal.

engine, accompanied by the customary swearing and cursing. Next on my possible problem list were the engine and alternator mounting bolts. However, due to the greasing conditions around these specially designed fasteners, I'm glad to say they came undone with none of the previous drama.

Due to the design and width of the loco, and the lack of bodyside panels, there was a risk of falling from the loco, so we adopted a fall arrest system. Our budget stretched to a previously tried and tested method, namely a pair of tow ropes. These were tied very tightly between the cab handrails. Although not ideal it served its purpose very well, being comfortable to walk along, and as planned, nobody fell off the loco.

The IDRS team of usual suspects used the time wisely, carefully removing components in a systematic fashion, removing doors, superstructure frame bolts, starter motors, air filter housings, battery charging chokes, steelwork, wiring and roof sections, carefully retaining the key fasteners. Some of these are specially made, and would be expensive to remanufacture.

At the end of each day, Tony Ellershaw took anything that would fit into the trusty IDRS van over to Wirksworth, both to keep everything safe, and to keep the place looking tidy.

By the end of the week, we were all praising traditional loadbearing frame and modular design, which made our life a lot easier. By Friday, 58022 looked very different, with the power unit completely exposed ready for removal. Before this was done, we took the opportunity to pop-mark a straight line on either side of the loco along the solebar as a datum for future works.



After some last minute difficulty with a stubborn engine mount, the power unit is finally free of the loco.

Saturday morning and the usual rule regarding the best laid plans ensured we were waiting for our crane to turn up, as they had been given the wrong arrival time. We decided to make use of the time though, and everything was triple-checked to ensure we had done our job right. If you have ever hired a large crane, you will understand that it is an expensive and potentially risky business, so we wanted nothing left to chance.

Before long, our crane arrived with all the equipment requested. Having used Steve Foster Cranes professionally in the 'day job', and also for the movement of our 16SVT power unit earlier in the year, I knew we had hired a competent organisation, and we were not disappointed. As the crane set up, I took on the role of control person, quickly putting my hard hat on. Having created a comprehensive 'point of work risk assessment' I undertook a very serious work brief session with all involved, including permitted bystanders. Being a part of large industrial projects throughout the world I have learnt to understand the importance of proper control over such events; helping, advising and empowering all involved to ensure all work activities go to plan.

Luckily for us we had one of the best crane drivers I have ever had the pleasure of working with. Utilising two way radio, with everyone knowing their responsibilities, we soon had the power unit shackled up ready for our test lift. After minor

alterations to the rigging, the power unit was liberated from the chassis after many years sitting in the same location. T W Bowler once again provided the transport, arriving at around 10.00. By lunchtime we had the power unit packed up and chained down, ready for its journey to IMPS Ltd in Lincoln, where it will see reuse after a comprehensive rebuild.

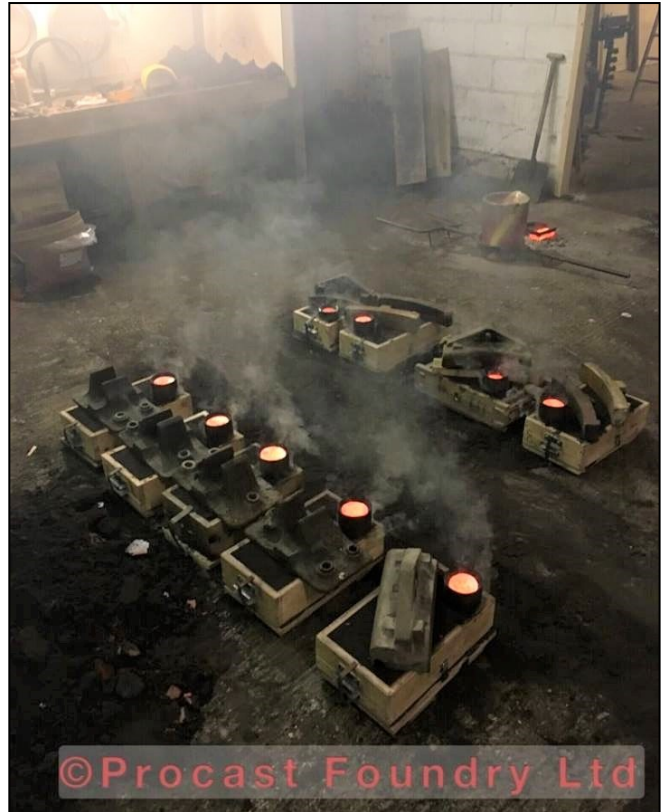
After many years carrying out this type of task as part of my job, I can tell you that your Society and the working volunteers massively impressed me with the professionalism demonstrated to safely remove this 30 tonne lump of metal quickly, safely and exactly to plan. Many thanks to all involved – Tony, Michael, Bernard and Mark who assisted with the dismantling, Steve Foster Cranes, T W Bowler Transport, Jackie Stratham and volunteers at Peak Rail who contributed to the effort.



The power unit safely chained down and ready to leave for its new life.

The 10001 works plates

Mark Walker



A batch of works plates being cast at Procast, one of the patterns, and the finished product.

A little while ago, we had a batch of replica 10000 works plates produced, which turned out to be quite popular. They were produced by Procast, who as always did an excellent job. The plates are cast in brass, polished, chrome-plated and polished again before being painted.

We decided to use some of the income from the plates to have the patterns made for the 10001 plates, and to produce a few plates to put away for another day.

We are glad to say that it seems the 10001 plates are also popular, and a number of people have asked if they can purchase one, so we will be ordering a batch soon.

As with the 10000 plates, we will be producing a maximum of 100, and each plate is numbered on the back. The plates are £200 each, plus £12 for delivery in the UK. We can deliver worldwide (one of the 10000 plates is now safely in Australia!) – please ask for a price. They can be mounted on a wooden plinth for an additional charge of £40.

The last batch of plates was significantly delayed by pandemic restrictions, so unlike the 10000 plates, we won't be asking for full payment in advance, but we will be requesting a small deposit to secure a plate. It's likely the plates will take two to three months to produce. If you would like a 10001 plate, please drop us an email at info@lms10000.co.uk.

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

Steaming ahead

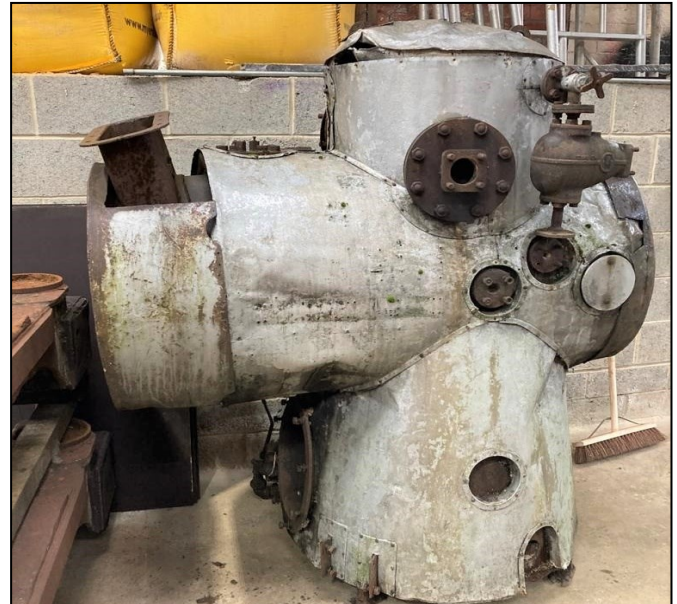
Mark Walker

Readers of the previous newsletter may remember the excellent news that we have managed to secure a steam heat boiler for 10000, which last saw use in 55019, and was removed from the loco a couple of years ago. The boiler is a Spanner Mk 2, so it has similarities with the boilers used on many other locos, but the Mk 2 was only used on Deltics. None of the surviving locos has an operational boiler, so it is quite likely that 10000 will be the only place you will be able to see a working Deltic boiler. Our boiler is number 5098/J3249. According to the Chronicles of Napier website, this unit served as the boiler on 11 locomotives throughout its life; 00/02/08/10/11/13/16/17/19/20/21, so whichever is your favourite Deltic, there is a 50/50 chance a bit of it will end up in 10000!

The situation when the last newsletter was written was that the boiler shell was in storage in Preston, and the Deltic Preservation Society had offered us two sets of boiler tubes. As with so many things, the pandemic put a stop to progress earlier in the year, but we are glad to report we have managed to make some significant progress.

In September, our lead engineer Paul Etherington made a trip over to Preston to inspect the boiler. It was one of three boiler shells on site, but the only one to retain almost of all of its aluminium cladding, with only one piece missing. Because the boiler was only relatively recently removed from 55019, it is in fairly good condition, and doesn't seem to have any significant corrosion. On 24th October, Hanson Haigh, one of our Trustees, arranged transport to collect the boiler, which is now in dry storage awaiting a move to Wirksworth when pandemic restrictions allow.

So now we had a boiler, and two sets of tubes, but not much else. We were aware that the DPS had some spares available, and that we would likely be able to purchase some of them. Because of lockdown restrictions, the number of volunteers working at the DPS depot was reduced, and their attention was understandably focused on the ongoing repairs to 55009. However, thanks to the



Our steam heat boiler, now safely under cover and awaiting rebuilding.

assistance of Mike Hallam-Rudd at the DPS, we can now announce that we have agreed a deal to purchase almost all of the available boiler spares. Mike has also kindly scanned his copy of the boiler manual for us – a very hard to find publication!

The spare parts and boiler tubes have now been collected and we have started sorting through them. Most of the spares won't have seen use in 40 years or more, but they have been dry stored, so although we have a big restoration job in front of us, we are confident that we will succeed.

A small team of volunteers to work on the boiler is being formed, some of whom have experience working on loco boilers in the past. If you would like to get involved with the boiler restoration, please email us at info@lms10000.co.uk, and hopefully before we are too far into 2021, we will be able to make a start on this exciting project.



Our thanks to Pulman Steel, who assisted with the loading and transport of the boiler.

Update on the buffet car

Mark Walker



Just as we were completing the last newsletter, we got the news that Porterbrook had agreed to donate Mark 3a Tourist Standard Open Buffet (TSOB) Coach 10412 to our group. Long term, we hope to convert 10412 to a support coach, but in the meantime, it is out on loan to the Northampton and Lamport Railway, who are taking good care of it.

10412 is an interesting coach that has had many alterations. Originally built as Trailer Restaurant Unclassified Kitchen (TRUK) number 40506 for use on the Western Region, it was part of HST set 253006. However, due to an over-capacity of catering capability, the TRUKs were transferred to the Eastern Region, and 40506 became part of set 254006 in 1978. The coach was built with first class seats, and at some point, the seating was reclassified as First Class, and the classification was changed to Trailer Restaurant First Kitchen (TRFK).

As catering needs changed, 40506 was put into storage in the 1980s, but was later converted for use as a locomotive hauled coach on the West Coast Mainline, becoming Restaurant First (Modular) or RFM, 10203.

10203 passed into the ownership of Virgin trains, and as they started to replace their fleet, 10203 moved to the Great Eastern Mainline (GEML) for

use with Anglia Railways, One, National Express and then the various versions of Greater Anglia. In 2014, while with Greater Anglia, 10203 was part of a large refurbishment programme. Along with other modifications, RFM 10203 was converted to provide more seating, of standard class seating, and the coach became a Tourist Standard Open Buffet (TSOB2) and was renumbered 10412. The TSOB2 differs from the otherwise similar TSOB in that it has a larger kitchen area, although this is still much reduced from its original layout.

TSOB 10412 continued in service until the 10th of March 2020 when, due to changes in the regulations for access for persons of restricted mobility, the coach was returned to Porterbrook. At the end of March, the coach was donated to our group. Although we have long-term plans for the coach, we are not currently in a position to carry out any work on it, and we are not in need of a support coach, so it was agreed to loan the coach to the Northampton and Lamport Railway, where it now forms part of their Mk3 rake of coaches. We would like to thank Adam Giles and the Team at N&LR, who have helped us out by taking 10412 in, and taking very good care of it. We are pleased that it has found a home where it will get regular use, and we look forward to having a proper look at 10412 when the current lockdown restrictions are over.

Sleeping on the job

Mark Walker

In previous newsletters, we have written about the donation of our Mk3 sleeper coach, 10597 from Porterbrook. Like everything else, work on the coach has been delayed by Covid-19, but Ben Field at the Ecclesbourne Valley Railway has put in a huge amount of work over the last few weeks, and I can now report that the coach received its first residents on 2nd December, when the actors working on the EVR Christmas trains moved in.

Thanks to the hard work of Ben and his colleagues, 10597 now has an access ramp, separate locks on each room, hot water in each berth, heating and air conditioning. In the kitchen, the hot water boiler and microwave are working. The whole coach has had a thorough deep clean, and new mattress covers have been fitted throughout.

When the pandemic restrictions are reduced sufficiently for us to restart properly at Centenary Works, the coach will be available for use for any of our volunteers who need it. There will be a charge of £7.50 per compartment per night, which will help to cover the cost of



The old flooring has been removed and some cupboards taken out to make space for the water heater.

electricity and cleaning. If you would like to book a compartment, please let us know at info@lms10000.co.uk.

When time allows, we will continue with the final phase of work on the coach. This will involve the removal of both toilets, after which the cubicles will be made into one room, which will be converted into a large shower room.

We would like to thank Ben and his colleagues for all the work they have done. This is a great step forward for us and will make life much easier for our members who live long distances from Derbyshire.



The finished access ramp in place and ready for the first residents.

Wheels are moving!

Mark Walker



On 31 December 2018 we took a big step forward when we purchased a set of bogies from the EM2 Locomotive Society. The bogies have been stored for many years at Swanwick, on the Midland Railway – Butterley, and we have often written about our plans to overhaul them. Since the purchase however, a number of unexpected obstacles have meant that we haven't yet been able to move them. In addition to these delays, our focus recently has been on setting up the workshop, and working on 58022.

This doesn't mean that we haven't carried out any work on them though. Our lead engineer, Paul Etherington has been busy cleaning and lubricating key parts of the brake rigging, weather-proofing the traction motors and removing most of the brush boxes so that the bogies could be moved without any risk of damage to the motors.

As some of you will know, our friends at the Ecclesbourne Valley Railway have kindly agreed to allow us to bring the bogies to the railway. This will be a big milestone for the project, when we finally bring all the components of the build

together in the same place. The temporary track has been arranged, the ground has been levelled, and with the assistance of Trustee Hanson Haigh, Rich Hall at Steve Foster Cranes, and Andrew Briddon and his low loader, we hope to have the bogies moved soon.

Along with all this preparation, Paul Etherington has purchased new heavy duty wheels and lifting gear to set up our second lifting frame. This will enable us to remove a traction motor for inspection without the need for further expense on cranes. All being well, by the next newsletter we will have some exciting pictures of the first traction motor coming out ready for strip down and inspection as part of the process of costing up the refurbishment.

I'm sure you will agree, this is a big boost for the project. We will finally be able to work on any part of the project at our own pace, which will make a huge difference to us. Once again, we would like to thank the Ecclesbourne Valley Railway for their help, and we look forward to updating you on progress soon.

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.

Leaving Peak Rail

Mark Walker

In August last year, we finally said goodbye to Peak Rail. Although we have parted ways, I wanted to put on record our thanks to Jackie and the team, who went out of their way to make the removal of the engine and the transport of 58022 run as smoothly as possible.

As some of you will know, the 16SVT engine for our project has been stored there since 2012, and our donor loco, 58022, was moved there in 2016. At the start of the project, the society had hoped to build a small loco shed at Rowsley, to allow us to construct the new 10000 there. It's fair to say things haven't quite worked out as planned, but that's how it goes in railway preservation. Peak Rail have done us a huge favour in storing the two biggest components of the new build, at no charge, for a considerable time. It's true to say we wouldn't have got where we are without their help in the early stages. Perhaps one day we will return, with a completed 10000!



Alan Taylor



Michael Prince

Gift Aid Success Bernard Caddy

We recently completed our annual application to the HMRC for Gift Aid. This is always a long and hard task, but well worth it, as we soon received a payment of over £5,000, which will be very useful.

The most time-consuming part of the task is identifying which donations we could claim Gift Aid on. It would be really helpful, if you could help me make this task easier by editing your standing order in the following way:

If you have signed a Gift Aid declaration for us and make payments by bank transfer, you can help make sure we get the maximum Gift Aid benefit by including your house name/number and postcode as the start of the 'reference' field in your bank transfer.

For example, if your address is 10 Downing Street, SW1A 2AA, just put in 10 SW1A2AA at the start of the reference; if your address is Chatsworth House, DE45 1PP, just put Cha DE451PP at the start of the reference.

This makes it much easier for us to identify which donations have come from where, and will help us claim Gift Aid on more donations. Thanks!

In the driving seat

Mark Walker

Readers of previous newsletters may recall me talking about how unexpected events lead us down paths we hadn't expected to go down. About a year ago, I was moving some shunter parts that the Peak Loco Group at Swanwick had kindly allowed me to store in their stores van, and I came across an original Peak seat frame. Never one to miss an opportunity, I asked the Chair of the group if he would like to sell it to us, and if he had any more. A week later, and at a very reasonable price, I had three seat frames and bases in the back of my car. A little more asking around, and we had the fourth frame collected from the Barry Tourist Railway. Bizarrely, it turned out that this seat was removed many years ago from bubble car 55027, the remains of which are also at Wirksworth.

One of our volunteers, Phil Stanbridge, works at TAS Engineering in Burton, and offered to have a go at building new seats to fit on the original seat bases. This sounds easy, but there are no drawings of the cab seats, and almost no photos. Armed with what little information we had, Phil set about making a prototype from thin gauge sheet, which is easier to work with, to see what it would look like. After a few minor adjustments, the design was approved, and TAS set about making the seats in steel thick enough to



This version of the seat is a mock-up to check that all the angles and dimensions are correct before remanufacturing in thicker steel sheet.

withstand the weight of a driver or secondman, or fireman as the second crew member was still called, even though there was, hopefully, no fire.

The job is one of many that have been delayed by Covid, but as we won't be needing the seats for a long time yet, it wasn't a major concern. The first seat is complete, and fitted onto the original 1960's base. Phil is now looking at having the cushions made and upholstered. I'm confident that before long we will have a very professional looking piece of work to show you. Thanks to Phil for all his effort on this, and to Gareth, the owner of TAS Engineering, who has given us a lot of support and advice along the way.

Shop update

Tony Ellershaw

As you would expect, the pandemic has decimated the sales from the shop with there being no Galas or exhibitions during 2020. The Turner prints, kindly donated by the Friends of the NRM, and Picture mugs have been on eBay since we closed the website shop. Internet sales are slow though, and we don't make a great deal of profit from items in the shop. We cannot get advantageous prices for the quantities we are moving. For example, the minimum order quantity for mugs was 50, and that took us two years to sell. We will, however, continue to keep an eBay presence.

In September, I sold the last of the mugs, so I decided to try and move the remaining stock that's taking up space in my spare bedroom! I listed T-shirts, Polo Shirts, and Hi Viz vests and in the three months since, we have sold a few items. If you would like to buy anything, please have a look at the eBay shop.

Hopefully 2021 will see a return to normality, so we will soon be ordering some updated mugs and clothing, ready for the summer season of Gala's in 2021. We hope to see you soon!

A tale of two cabs

Mark Walker

We have come a long way since 2016, when we acquired 58022 as a donor loco for 10000. The engineering plan has been refined significantly, especially in the last couple of years, and has changed more than once along the way. There are some parts that we initially thought we could use, but better alternatives were found as the plans developed, and there are some parts we didn't think would be able to use that will now be staying. Two parts that we were clearly never going to need though were the cabs.

Much has been written by others about the plans for the cabs, some correct, some speculation. The original idea was to remove and sell them to raise funds. The modular design of the 58 means that they are relatively easy to remove as separate items. However, when we secured the site at Wirksworth, and started to talk about a possible visitor centre next to the workshop, I made a semi-serious observation that we could keep one of the cabs, and cosmetically restore it to help tell the story of where our recreation of 10000 came from. To my surprise, nobody laughed, well not much! In the previous newsletter we talked about the plan to sell one cab and retain the other, and we had a lot of interest.

Shortly after this, circumstances meant that we had to prioritise the sale of the engine from 58022, and the move of the loco to Wirksworth. On top of all this, the pandemic came along and everything was delayed. We have now had the chance to look properly into the possibilities. The cabs initially seemed to be in a poor condition internally, with cab trim panels, electrical cubicle doors and parts of broken seats all over the place.

After a good clean and tidy though, we found that we had enough bits of cab trim to complete one end, and between the two cabs we had almost a full set of gauges lamps and switches.

Tony Ellershaw and I also made a trip to



Pic: Tony Ellershaw

The number 1 end cab with its panelling complete and waiting to be fitted

CF Booths earlier this year, where we were able to get a variety of items from scrap DVT vehicles to fill in most of the remaining gaps. Although there is little in the cabs that will be re-useable, we have retained the cab heaters and the large windscreen washer bottles and associated pipework, which will be hidden away in the nose of the recreated loco. Every time we can reuse an item like this, we save a significant amount of money in purchasing or manufacturing new parts.

So, with final decisions now made on the future of our cabs, the No. 2 end has been largely stripped out. The only remaining item is the power controller, which we are taking out carefully, as the internal mechanism will be reused on the new 10000. Once normality resumes, a couple of days' work will see it removed, and all the remaining cabling and pipework stripped out.

At the No.1 end, things look a lot different. The trim panels have been loosely refitted, and the cab has been cleaned out, and it is starting to look much more like it did in service. We have sourced most of the internal trim panels now, and externally we have a full set of lights and multiple working fittings almost ready to fit.

This isn't a priority job by any means, and progress on the cosmetic restoration will be slow as other tasks take priority. The good news is, there are no more decisions to make, and now it is just a case of doing the work. Hopefully, when the next Christmas newsletter comes around, we will have some much more impressive pictures to show you, of one shiny yellow cab, and another most likely starting a new life in someone's back garden!

A moving experience

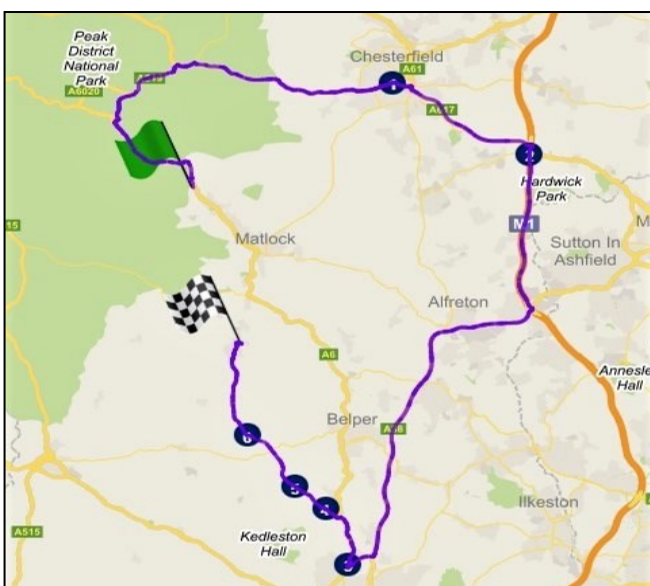
Tony Ellershaw



58022 inching its way onto the Alleleys trailer.

After moving our 16SVT engine to Wirksworth earlier in the year, and removing the engine from 58022 a few weeks previously, on 18th August, the day finally came to move 58022 out of Rowsley South yard.

We arrived at Peak Rail at around 08:00, to find they had moved the 58 to the end of the headshunt, apparently using one of their steam locos. Allelys arrived around 9:30 to load the loco onto their trailer. If you ever get a chance to see them load a loco, take it – they do an excellent and professional job.



The circuitous route we had to take to avoid weight restrictions stipulated by Network Rail and the Local Council.

One concern we had was that with the move was that without the engine, there was now 30 tons less weight on the chassis, so the springs had raised and caused the tie straps between the chassis and bogies to become extremely tight. We wondered if this would cause an issue when the loco was being moved onto the ramp, but luckily it was moving in a straight line and the 58 creaked and groaned its way slowly onto the trailer without incident.

Right on time, the two Police escort cars arrived, and we were all loaded and ready to set off by 11:30. Some of us set off for various vantage points along the 50 mile route to try to get some pictures. The journey is only 10 miles as the crow flies, but the Local Authority weight restrictions placed on us meant a very long detour.

I went to Wirksworth to open the shed and get the kettle on. To my surprise, I found the Allelys ramp building team had already dismantled the loco ramp, loaded it and were at Wirksworth already, getting set up for the arrival of the loco.

The transporter squeezed through the town of Wirksworth with literally inches to spare at 14:45. Then we had the only real problem on the day. Allelys have been to Wirksworth many times, and the normal procedure is to drive into the lorry yard across the road, then reverse into the station



Trustees Bernard Caddy, Mark Walker and Paul Etherington in front of 58022 just before departure for Wirksworth.

site. Unfortunately the yard was closed, which meant that the lorry had to go into the railway forwards. This meant that the ramp, so efficiently set up by the advance team, was now in the wrong place, and it all had to be dismantled and moved. Halfway through the process, the lorry yard reopened, but we thought it best not to mention this to the chaps from Allelys! All was soon sorted though, and the 58 was back on the rails by 16:00.

The last entertainment of the day was watching the Allelys team do what we thought was impossible – a 3-point turn with a huge tractor unit and an 11-axle trailer outside Centenary Works. The driver, known to his colleagues as ‘Mr Angry’, did an excellent job once again.

All we have to do now is work out how to get those bogie ties off. Paul says he has a plan...



58022, minus its power unit, awaiting the arrival of the Allelys trailer.

Shed improvements

Andrew Hoseason

As I write this, it is exactly a year since we officially opened Centenary Works. Two things became clear quite soon after that – the place was going to fill up more quickly than I thought, and we would need a proper system to keep a record of the huge number of parts that we are accumulating. To address these points, we have put a number of things in place, with more still to do. New racking has been installed down one side of the shed, which has provided better storage for items that were previously on pallets. We have also installed handrails around the top of the office at the rear of the works, allowing us to safely use the office roof as additional storage space.

Alongside the additional storage, we have set up an inventory system. Although the pandemic has delayed this, we are in the process of identifying and labelling every item, including a barcode.

This will serve several purposes: anyone working in the workshop will be able to identify any part that is in store. It will also give us a complete list of what we have, allowing all our trustees to make a quick decision when parts become available, rather than only one or two people knowing what parts we have. It will also be a key part of our overall quality control system. Perhaps most usefully, because every item will be logged with a location, we will be able to find what we are looking for. Anyone who has worked in railway preservation will know what a challenge that can sometimes be!

We are currently looking at the next stages – to extend our workshop at the rear and the side. Covid allowing, we will be open for visitors at all EVR event weekends during 2021 so if you are in the area, come and say hello. and see what we have been up to.

Gardening update

Mark Walker

To the rear of Centenary Works there is an area of unused land which we are responsible for. Since it lies at the entrance to the EVR station site we thought it would be nice to improve the appearance of the whole area. The rear of the Workshop has been painted, and much of the undergrowth removed, although it seems to grow faster than we can cut it! The local U3A gardening group have done a fantastic job in sorting out the

garden. They have planned out which plants will go where, to make sure that there is something to look at all year round. They have already planted some shrubs that will be able to survive the winter, and will be back in the spring to plant the rest of the display. We would like to thank Philippa and the team from the U3A group, who have done a great job for us.



The garden area at the back of the shed after clearing out many years of rubbish and cutting back the undergrowth.

1501 update

Mark Walker



As many of you will know, the recreated 10000 will sit on the ex-EM2 bogies that were salvaged from 27004 / 1503 Juno. Two of the remaining complete EM2s now live a quiet life – 27000 Electra at the Midland Railway-Butterley and 27001 Ariadne at the Manchester Museum of Science and Industry. However, the remaining EM2, 27003 / 1501 Diana has had a more interesting year over in the Netherlands. You may have seen in the previous issue of the newsletter that we have been talking to the owners of the loco, Werkgroep 1501, for some time about the purchase of some of their bogie spares. The situation is slowly moving along, and hopefully we will soon be on our way to the Netherlands to collect some parts.

The current situation is that Werkgroep 1501 have had some difficulties recently with their loco accommodation, and their collection of locos is currently stored outdoors while new arrangements are organised. As part of these arrangements, it has been decided that 1501 will be moved to be a permanent exhibit at the National Railway Museum in Utrecht, where it will be safely displayed indoors. In preparation for this move, 1501 has received a lot of cosmetic

attention to its bodywork, and is now ready to be a fine exhibit in the museum. The photos here, taken by Thijs de Visscher, show some of the excellent work carried out.

The deciding factor in what would be available to us was the ultimate fate of 1501. Now that the move to the museum in Utrecht is confirmed, and 1501 is safe, things can move along a little. The museum is currently deciding what spares they would like to retain, and all being well, we will be able to purchase the remaining items.

Any items we can secure will help us refurbish our bogies more quickly, and at significantly less expense. For example, our traction motors have been outdoors for a long time. All can be refurbished, but at an estimated cost of £10-25,000 each, so even one refurbished motor will save us a considerable amount.

For now, the good news is 1501 will be safely displayed, even if a return to the mainline is unlikely. Hopefully by the next issue of Icon, we will be able to show you pictures of stillages full of parts arriving at Warkworth. Watch this space!



2020 AGM minutes

Saturday 3rd October 2020, starting at 1pm

Members present: N Adams, J Andrews, K Armitt, D Austin, C Booth, A Brown, B Caddy, T Corner, A Cox, A Ellershaw, P Etherington, P Godridge, N Gove, H Haigh, Mark Hambly, A Hoseason, S Hudson, D Humpston, M Izycky, G Jeffrey, M Langley, R Mellish, D Morris, M Overton, R Petraru, M Prince, P Scott, P Stanbridge, D Styles, A Taylor, A Treves, D Troughton, D Winter, M Walker, I Walmsley, R Wells, M Yemm

Welcome and introductions (Mark Walker, Chair)

Mark opened the meeting and thanked everyone for attending this AGM which had originally been scheduled for Saturday 28th March 2020 in Derby.

Apologies (Andrew Hoseason, Secretary)
Apologies were received from Tim Apthorpe, Phil Aveyard, Nick Cotton, Stan Fletcher, John Glover, Roger Molesworth, Andrew Simpson, Gavin Slattery.

Engineering Summary (Paul Etherington)

This item was moved forward due to work commitments.

Paul referred back to the Engineering Summary, the Annual Report for 2019 and that for 2020 to date, which are available separately. Since January 2019 Paul has been in regular contact with industry leaders in the locomotive electrical and braking sectors and they are increasingly eager to help with guidance. The interim general arrangement drawings for 10000 have been completed and checked with Paul's industry contacts. Paul has also been working with one of the original members of the Class 58 design team, specifically on the location of the brake pistons.

Paul indicated that we are now at the stage whereby we can employ Railway Brake Services to formally design and certify the brake system.

In regard to the bogies, they are in better condition than might have been thought. There are a small number of areas of concern.

As expected, the manganese liners will require replacement. There is some deterioration on the horn block area and replacement will be required. Paul invited questions.

J Andrews asked whether it was necessary to cut down the radiator from 58022. Would it not be better to leave it full-sized in case mainline operation became possible?

Paul explained that the radiator is sized to cope with a power unit output of 3000hp whereas our 16SVT power unit is set to 1600hp and could only ever be updated to 2000hp, not that this is planned. Therefore, even if the loco did ever work on the mainline, which we have no plans to do, the reduced size radiator will still be more than sufficient.

Minutes of the 2019 AGM (Andrew Hoseason)
Members accepted the minutes previously circulated by email as a true record of the meeting. Alan Taylor proposed and Paul Etherington seconded. There were no objections.

Annual Report (Mark Walker)

Mark wished to place on record our grateful thanks to the Directors of Peak Rail who have stored our power unit and class 58 loco free of charge for a number of years. They could not have been more helpful in regard to the recent moves from Rowsley South yard to Wirksworth and that help was much appreciated. He also wished to place on record our thanks to Wyvern Rail and the EVR who have gone out of their way to welcome us and provide a home for our equipment.

We received £8,000 from IMPS for the Ruston power unit. This covered the cost of crane hire and transport, and left us with a small profit. An update on the refurbishment plans for the EM2 bogies was given. Our intention is to apply for grant funding to help refurbish the EM2 bogies. A team will be put together to take such applications forward. Work cannot start on

refurbishment before such grant funding is in place. However ongoing maintenance work is taking place. It is intended to move the bogies to the Ecclesbourne Valley Railway in due course. Tony Brown added that grant providers do not tend to fund replicas. It was clarified that the new locomotive is the third of the D16/1 design and is not a replica. While it will look the same externally, and in the cabs, and will be powered by an original Mk1 16 SVT engine, the internal equipment and layout will be different.

32 overhauled injectors have been purchased for our English Electric 16SVT engines, to replace those currently fitted, which are not suitable for rail use. These injectors were something of a 'holy grail' item on our 'needs' list and so we are very much encouraged to have obtained them.

A lot of gardening work has been undertaken since January 2019, both at the front and rear of our site. Everywhere looks a great deal neater and we are grateful to everyone who has given their time to this effect. We have worked with the Wirksworth U3A gardening group to prepare the ground adjacent to the station's entry gates for a low maintenance garden including bench seats. Some plants have already been placed there, with more to be planted in the spring of 2021.

Mark explained that we will shortly be auctioning one of the cabs from 58022 and that any prospective bidders need to make an expression of interest by email.

Tony Brown congratulated Mark as Chairman for his leadership and ability to think out of the box to enable the amount of progress we have seen.

Treasurer's Report (Tony Brown)

An interim report of accounts was sent to members by email. We await our accountant producing the audited accounts for 2019, which are delayed due to the repercussions of Covid on our treasurer and accountant's time.

Tony invited questions.

Alan Taylor asked if there was any way of working out the effectiveness of adverts in magazines. He suggested that they are most effective when

matched to articles Andrew Hoseason responded that we keep a spreadsheet of donations matched to the relevant appeal currently running. We have an idea about the cost-effectiveness of adverts. They do cover their own cost and usually more. It is true that there is a better impact if an article accompanies the advert and this has been possible on a few occasions. Even if an advert were not cost-effective on its own it is worth doing in order to keep the project visible.

Election of officers (Andrew Hoseason / Mark Walker)

Current officers were re-elected without votes against:

- a) Chair – Mark Walker
- b) Secretary – Andrew Hoseason
- c) Treasurer – Tony Brown

Confirmation of other roles (Andrew Hoseason / Mark Walker)

Members were unanimously in favour of retaining Paul Etherington as lead engineer and other trustees in their current roles.

Publicity and Fundraising (Andrew Hoseason)

Andrew advised that we have done little publicity in magazines this year due to having limited news to share. However the recent movement of equipment as part of the 'Lift & Shift' operation has led to our bank account being depleted, so a fresh advert has been placed in *Railway Magazine*, coupled to an article about the Society's progress. If this advert garners sufficient fresh interest and funds, further adverts will be placed in other magazines.

Moving forward (Mark Walker / Andrew Hoseason)

Mark gave a brief update of the next planned stages, although this had largely been covered elsewhere in the meeting. The next tasks are to move the bogies to Wirksworth and remove the traction motors for inspection and overhaul, transport of the boiler to Centenary Works for restoration to begin, and the continuation of the stripping of the Class 58. Much depends on the developing situation with pandemic restrictions.

Any other business (Mark Walker)

Tony Brown mentioned that thanks to the help provided by a Spanish speaking work colleague he has been able to send an email in Spanish to the owners of the Class 58 locomotives in Spain, in hope we can make contact with them and obtain parts.

Paintings – Andrew Hoseason provided news about three paintings were shared in the interim report for 2020. The Covid pandemic has affected the schedule for production of art prints of Ian Walmsley’s finished product. Andrew explained that we will take time to publicise the sale of copies of this painting in the most beneficial way. Two other paintings are being prepared. Full size prints of one of these paintings will be presented exclusively to ‘notch 8’ donors. The other, to donors of our ‘President’s Centenary Appeal’.

Date of next meeting: Saturday 2nd October 2021

It was agreed that Covid restrictions are likely to prevent a face to face meeting in the spring of 2021, therefore have set this date in hope that it will be possible. Following this it is intended to have an interim online meeting around October 2022 and a full face to face meeting in Derby in the January-April period of 2023, thus returning the AGM to its most practical time of year. Meeting plans will be reviewed once the pandemic situation is clearer.

Open forum questions

George Jeffery mentioned visiting a railway museum in Copenhagen some years ago and seeing what looked like 10000 in a weedy siding to the rear of the museum. He thought this might provide some interest and a source for comparing cab layouts and equipment, for instance, if it indeed an English Electric product. Mark Walker replied that it would indeed be interesting to compare the power control casting of any EE locomotive of that era, such as the ones in Australia.

About the Society Andrew Hoseason

We are glad to say we have had a lot of new members over the summer and autumn so I thought I would summarise how the society works, for those who might not be familiar with the setup and way we operate.

The Ivatt Diesel Re-creation Society is a registered charity, formed in 2011, and currently has around 200 members. Membership of the society is open to anyone who donates £24 or above, preferably paying in monthly instalments in addition to any lump sums, so that we have a monthly income that we can anticipate. While we no longer have fixed annual membership rates, some of our donors do choose to pay donations in lump sums rather than monthly payments.

Donors receive benefits, including things like reduced price or free tickets on 10000’s first trains, cab rides, driver experiences and lots more – the more you donate, the bigger the benefits.

There are lots of ways to volunteer to help the Society. We have a number of teams taking forward projects such as grant applications and refurbishment of the boiler. Volunteers who come to Wirksworth will be able to use our Mk.3 sleeper carriage for the night.

For insurance reasons we require those who volunteer at Wirksworth to also be members of the Ecclesbourne Valley Railway Association. Their website is <http://www.e-v-r-a.com/membership> or we can provide you with a copy of their application form in the post.

We are also hoping to form a local Derbyshire-based publicity team. This has been a long-term aspiration of the society, and we are looking for local members to come forward who are willing to staff an information stand in supermarkets and shopping arcades in the local area, to bolster local knowledge of the project. If you would like to be involved, please email us at info@lms10000.co.uk

Engineering update

Paul Etherington



A large number of items are now accumulating in the workshop. The first job when the lockdown is over will be a serious tidy up!

Over the last few months, despite the current restrictions, we have managed to achieve some notable goals. Below is a quick summary of what we have been up to, and what we plan to do next.

It was identified quite a while ago that further use of either our Class 58 governor, or the governor fitted to our engine whilst working for the MOD, was not possible. With this being the case our Chairman got on the case and managed to find the exact governor that I requested – an ex Class 56 Woodward model, fully overhauled and at the right price. Be aware your Chairman can find anything if it exists! The governor has recently been taken to a specialist, fitted to a test bed and run up for a full functionality test. The good news is, after a few moments priming itself the governor was found to be in excellent working order.

The next step for the governor is to have its operational parameters altered to suit the power curve, fuel pump pressure and boost pressure of our 16SVT power unit. Until the power unit is overhauled and started, we are working on well informed estimates, but if anyone out there has access to this information please get in touch as it will save us a lot of time later in the process.

We have also managed to procure the correct replacement heavy duty wheels for our lifting frame. These are brand new and will be fit for many years of use. They will be very useful to assist us in stripping the bogies and lifting heavy components at Centenary Works.

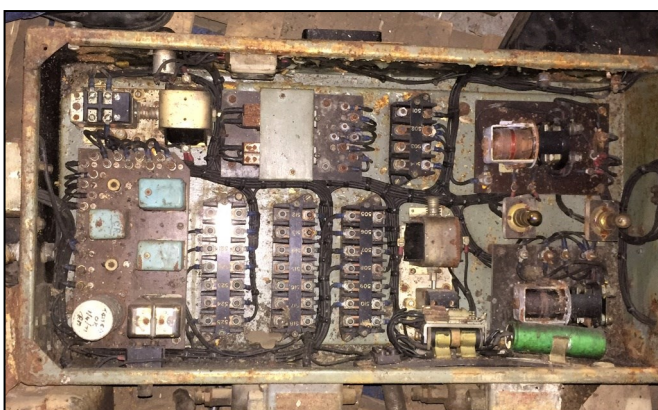
To complement these we have also obtained a matching beam trolley and six metre chain blocks. In due course we will refurbish our lifting capability with these vital components, then ensure that these are inspected by an independent specialist, to ensure that we are compliant with the appropriate regulations.

We realised during the planning process to move and strip the bogies that we would require some temporary track to put them on. Normal track panels would create unwanted additional height which in due course creates the need to actually lift components higher than would be necessary if the bogies were to sit at ground level. With this, as well as other safety issues in mind, it was decided that we would fabricate some 'bar track' to temporarily store the bogies. We realised that this would have to be constructed to a design that would be fit for purpose, at a significant cost to the Society.



The governor being tested.

During the design study we looked at replicating a design previously used by the Autocar Trust. However, during discussions with the Trust they very kindly offered us the free use of their bar track – all we had to do was find it! With an offer as good as that, and the significant potential cost saving, efforts were made to ‘track it down’ (pardon the pun). The tricky bit was that the haulier who last used the bar track had gone into receivership, and the bar track was nowhere to be seen. After considerable further investigation, and much negotiation, we discovered its current location, and have secured the use of the track, with many thanks to all involved and to the Autocar Trust for facilitating this great result.



Left: One of the boiler control units.

Prior to lockdown commencing, a full assessment of the control cubicle was undertaken to clarify what other components – mostly ex Class 56 - are going to be needed, and how these parts can be grafted onto the Class 58 cubicle, after it is removed from the chassis. It is hoped that the cubicle can be disconnected from the chassis in the first quarter of next year for overhaul to commence. So do not be afraid to put your name forward if you fancy assisting with the many hours that will be required in the works. Full instructions will be given!

At the end of September I had the chance to inspect three steam heat Spanner Mk2B boilers, previously used on Deltics. They were located in Preston of all places, not far from where DP1 was conceived! There I found the boilers from 55009/15 and 19 squirrelled away. After further inspection with the help of ultrasonic thickness tester, I decided that we should procure the boiler that was last in 55019. As well as being in the best condition of the three, it also still has almost all of its cladding, with only one small piece missing. Before too long our Chairman had a price agreed for this rare bit of kit and one of our Trustees, Hanson Haigh, soon had it over the ‘right side of the Pennines’, ironically a stone’s throw away from one of its regular routes in the later days of BR Deltic operation. Since purchasing the boiler we have also acquired all the spares we will require to overhaul it to working order.

So there we have it - another part of the puzzle. If you have skills and previous boiler knowledge, or even if you would like to learn about the finer points of steam heating, please feel free to get involved.



Right: Radiator elements and one of the battery boxes removed from 58022.

During the latter half of the year, our design has become even more refined and defined. Our designs and thought process have been scrutinised by external railway experts in braking systems, and railway vehicle structures. We have been encouraged by the feedback received from external sources and it has enabled us to develop the locomotive and all its systems in more detail.

We now have specific equipment choice and location within the layout of the loco. This help has been a massive leap forward for us. To this end our very talented Mr Derek Payne is drawing out the many refinements, improvements and lessons learned during consultation with our railway vehicle design experts. These will be done in a layered fashion and will ensure we have good access to all contained machinery and apparatus, whilst maintaining equal weight distribution along the chassis.

The most important control system on any locomotive has received considerable scrutiny.... the brakes! We are now hoping to employ the services of a specialist company that has built its business around designing railway vehicle braking systems, supplying many bespoke solutions to mainline locos. Indeed, with their help to date we have the method, equipment and location of equipment finalised. It is now time for us to dig deep in the coffers and pay them to officially design the whole system correctly and to standard.

Looking forward...

Our volunteers have done a magnificent job over the last year. Their time and effort have been very well spent. From an engineering perspective it would be nice to see the following achieved or actioned upon in the very near future:

- Completion of the strip out of the cabs.
- Removal of the remaining cooler group elements.
- Pressure testing of the elements before going into suitable storage.
- Creation of an accurate inventory register and location system.
- Removal of the class 58 fuel tank prior to approved modifications.
- Planning and undertaking the full removal of cabs, cooler group, electrical cubical and



Two very rare items - control pedestals from a class 31/0 locomotive, These will be refurbished and modified for reuse on 10000. The mechanisms on the top will be removed and replaced with items identical to those on 10000/1.

blowers from the chassis.

- EM2 Traction motor removal for detailed assessment.
- Commence brake systems design and seek approvals.
- Seek approvals for the minimal chassis works required upon consultation.
- Collect our alternator set from Lincoln.
- Restoration/recommissioning works of our 16SVT.
- Completion of the latest layered revisions to the design to enable further enhancement.
- Make room and preparations for more locomotive machinery and apparatus as space is becoming short!
- Document and plan bogie overhaul and standards thereof.
- Relocate bogies onto bar track.

I have no doubt I have forgotten to mention something important! I am confident we can arrange the above to the standards required in a reasonable time frame and more. If anyone wants to share anything that may aid us in our endeavours then please speak up. 2021 promises to be an exciting year in our project.

Benefits for donors

At the AGM in 2018 we decided to change the way that our membership arrangements work. We wanted to take the opportunity to clarify how it all works for our newer members, as it's one of the most common things we get asked about. Members pay whatever subscription they feel they can afford. Although monthly donations make it easier for us to plan our cashflow throughout the year, members can make lump sum payments instead, if they wish. Rather than paying membership annually, we developed the 'notch' system, based on the 8 notches on the twin's power controllers. We keep a running total of how much each member has donated, and which notch they are on. The higher your notch, the more benefits you get from membership. All donations made before the notch system was put in place have been totalled up, and added to members' cumulative totals.



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. In addition to Notch 1 benefits, 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 and 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 to 4 members. (Those people who were Life Members in the previous annual membership system are automatically Notch 5 members.)



NOTCH 6 - £1500 - £9,999 - Members will be offered a driver experience package, including an opportunity to drive 10000 along with all benefits offered at Notches 2 to 5.



NOTCH 7 - £10,000 - £24,999. Members will receive all the benefits of Notches 1 to 6. In addition they will receive a limited edition replica worksplate that has been carried on the locomotive in service, and a framed and signed print of an original painting of 10000 that will be on display in our visitor centre when completed. These prints will be strictly limited, and will only be available to Notch 7 and 8 members.



NOTCH 8 - £25,000 plus. Benefits to be agreed.

Notes

Driving experience will not be on public trains, and is subject to arrangement, loco availability and conditions of third parties. You will find more information on our website, but if you have any questions about membership, or you want to set up a standing order for donations, email us at info@lms10000.co.uk

CoCo Club update

Bernard Caddy

The Co-Co Club is a fundraising scheme of the IDRS. It generates funds for the Society and gives Club members the chance to win a quarterly prize.

If you join the Club you pay £5 per ticket month into a fund. Each quarter a draw is made for the 1st, 2nd and 3rd prize ticket numbers. Half of the total fund is used for the three prizes, and the other half of the fund goes to IDRS to accelerate the build of the new LMS 10000.

Your ticket numbers are allocated to you each quarter. The draw uses an online random number generator to select the three winning ticket numbers. The amount you might win depends on

the number of tickets you've paid for and the total amount paid into the fund by Club members for that quarter.

Your ticket purchases are separate to membership payments and not counted for membership benefit, and also are not within scope for Gift Aid. The Club is open for anyone to join and is a good way to contribute to the cause with the added chance of winning cash prizes. Join now!

For more information, download the leaflet from our website at <https://lms10000.co.uk/downloads>, or email us to join the Club.

THANKS

We are happy to acknowledge the support and help in kind from a growing range of companies. More companies will be added to the list after they themselves publicise their assistance over the winter and spring period. We are grateful for the support offered to our project from the following companies:



Pulman Steel provide us with steelwork and transport

www.pulmans.co.uk

Walton Street, Sowerby Bridge, West Yorkshire HX6 1AN



Waveley have provided us with a top quality security and fire detection system

www.waveley-security.co.uk

Unit 13, Stadium Close, Cardiff, CF11 8TS



TAS have provided assistance with the design and costing for the cab assemblies, and have manufactured new cab seats for 10000.

www.thinkant.co.uk

Unit 1, Grain Warehouse Yard, Millers Lane, Burton upon Trent DE14 2NS



Porterbrook have provided the Society with a sleeper coach which will enable volunteers to stay affordably at Wirksworth.

www.porterbrook.co.uk

Ivatt House, 7 The Point, Pinnacle Way, Pride Park, Derby DE24 8ZS



Serco have provided copies of technical drawings for 58022 and the original locos.

www.serco.com/uk/sector-expertise/transport/rail-technical-services

RTC Business Park, Derby DE24 8UP

Tail light

Mark Walker

If you are new to our newsletter, in this section we have a look at some of the more obscure items that we obtain towards completing the new 10000. Engines and bogies are all important, but we also need a multitude of smaller items that usually go unnoticed.

Many of the bits and pieces we have accumulated come to us when we weren't looking, and this is no exception. In October last year, scrolling through Facebook, as I tend to do while procrastinating about doing some 'proper' work, I came across a post from an old friend, Mike Kerry, who is the Chair of the Peak Loco Group at Swanwick. The post contained a photo of a pile of mixed brake parts, with my favourite words attached – make me an offer. I've learned that you have to be quick with these posts, and five minutes later, the offer was made, and the deal was done. I wasn't quite sure what was on the pallet, but Mike has never let me down yet, so I took a chance. A few days later, and we were standing in a supermarket car park, in the pouring rain, moving it all from his car to mine.

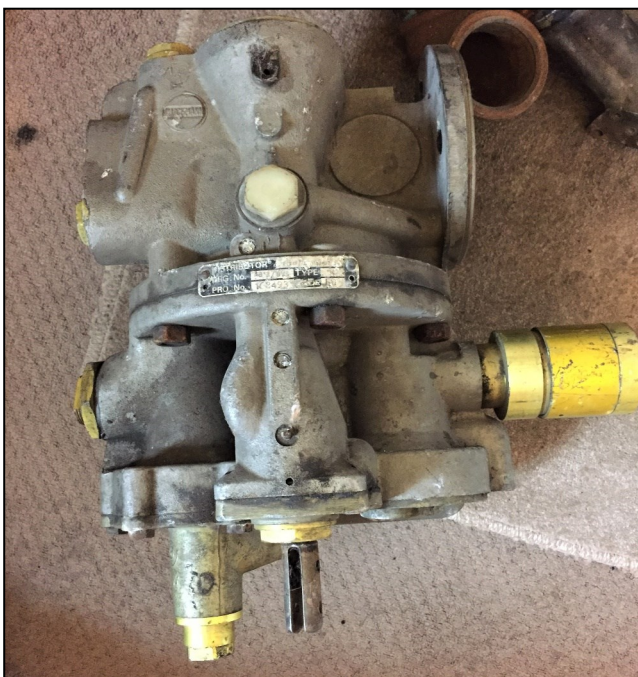
The two biggest items turned out to be mk3 coach brake distributors. Hmm. Oh well, back on Facebook they went. Within minutes a message came through from a chap at the Mid Norfolk Railway – would we



One of the antifreeze atomisers

be interested in a trade for another item? I was doubtful they would have anything we really wanted, but you never know. Would you like to swap them for a mk3 battery charger? Well actually, as it happens, yes, we would! When we got our mk3 sleeper, I asked Ben Field at the EVR if he wanted any spares for it. Well, a spare battery charger would be nice.... Job done. You really couldn't make it up.

Back to the point.... Also on the pallet were a couple of mystery items I didn't recognise, but I soon found out were antifreeze atomisers. These are part of the braking system, and, as the name suggests, they stop things from freezing up in cold weather. These will be really useful in keeping us running through the winter. I've heard tell of a temperature of minus 17 being recorded at Warksworth! I would have liked to show a picture of one of them all cleaned up and painted, but the pandemic put paid to that idea. Never mind, another tiny piece is in the jigsaw. Onwards and upwards!



Left: one of the Mk3 brake distributors that we swapped for the battery charger. Right: the spare battery charger for our sleeper coach.