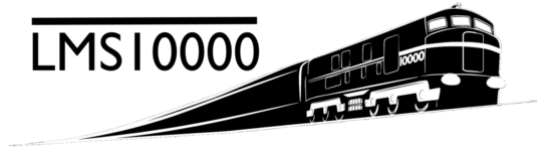


LMS 10000



THE IVATT INFORMER

Recording progress with LMS 10000

September 2021 - Issue 3

The Annual General Meeting will be held on Saturday 2nd of October at 1pm.
You can attend in person or online.

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

The Youtube address will be posted on Saturday morning and you can find it via the [website news page](#) or our [Youtube channel](#).

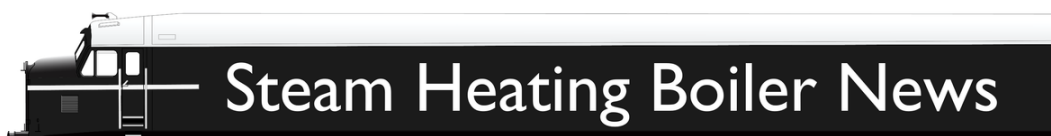
When joining the Youtube meeting, please type a "hello" in the live chat stream so we can add your name as an attendee of the AGM.

The minutes of the previous AGM are at the bottom of this email.

This week we sent out paper copies of **Icon9, the Society magazine**. We have discovered that a small number of copies of Icon9 do not include pages 13 and 14 but have pages 15 and 16 twice. If you need a new copy please let us know by replying to this email.



Members will by now know about the sponsorship of the locomotive's electrical cubicle's refurbishment. Work has been continuing to carefully strip the cubicle from 58022. On the 14th, Tony Ellershaw reported "Today was a very damp day. We had a planned visit from the donor for the electrical cubicle work, as he was "in the area. Obviously such projects take time. The donor has taken one of the unrestored bulkhead lights to restore at home."



Measuring a boiler up for gaskets.



An original steam pressure gauge from one of the boilers. Now for sale on ebay. Click this link to see it



A big thank you to the Veronica Awdry Charitable Trust, who recently donated £1,000 towards the steam heat boiler refurbishment. The first thing we bought was a pair of these very nice steam pressure gauges!



Bogies News

"Cow catchers" removed from the bogies which have been holding bent cross beams. Corrective work to be continued.



Sometimes a picture raises questions....



58022 News

The loco's battery boxes were taken away by volunteer Phil Stanbridge, who cleaned and inspected them. He also measured them up and worked out that the original style doors will fit. They will be used on our 10000 and amended to visually match the originals.



Other news.....

Another of those items that will never be seen once the loco is built. On the 26th we spent a few hours degreasing the handbrake mechanisms rescued from 37711.





Mark Langley was busy on the 24th cleaning and levelling out the path between Centenary Works and the bogies so that visitors can inspect them safely.



Earlier, on the 3rd...



Class 20 cylinder heads have been obtained as a source of long term spares for our power unit.



A visitor to Wirksworth on the 17th, vintage 1946.



2020 AGM Minutes - Saturday 3rd October 2020, starting at 1pm

Venue: Online

Welcome and introductions (Mark Walker, Chair)

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

Members present: Nigel Adams, J Andrews, K Armit, 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 Izzyck, 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

Others present: Three other anonymous attendees.

Apologies (Andrew Hoseason, Secretary)

Apologies had been received from Tim Apthorpe, Phil Aveyard, Nick Cotton, Stan Fletcher, John Glover, Roger Molesworth, Andrew Simpson, Gavin Slattery.

Because of Paul Etherington's schedule, we re-arranged the agenda so that he could speak first.

Engineering Summary (Paul Etherington)

Paul referred back to the Engineering Summary, Annual Report for 2019 and that for 2020 to date. Details are available there. Since January 2019 he 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 General Arrangement plans have been given the thumbs up by these engineers, which is a great encouragement to us.

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

We also have the lead designer of the class 58 onboard. He is working with us on the precise location of the brake piston.

In regard to the bogies, they are in better condition than might have been thought. There are a small number of areas of concern. The manganese liners will require replacement. There is some deterioration on the horn block area and so 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.

[Firstly it is important to note that trustees have determined that mainline running is not in the locomotives interests nor would it be commercially viable.] Paul explained that the radiator is sized to cope with a power unit output of 30000hp whereas our 16SVT power unit is set to 1600hp and could only ever be uprated to 2000hp. Therefore it is not necessary to retain the class 58 radiator at full size.

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. No objections.

Annual Report (Mark Walker)

Mark wished to place on record our grateful thanks to the Directors of Peak Rail who hosted our power unity and class 58 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 was definitely a good price and we did make some profit after paying our share of the agreed crane costs at Rowsley South.

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. We cannot start work 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 is very important to note that our locomotive is the third of the D16/1 design and is not a replica. While it will look the same externally, its internal equipment and layout will be significantly different.

We purchased variable-rate injectors for our English Electric 16SVT power units, to replace the fixed rate injectors currently fitted. 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 latterly worked with 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 now.

Tony Brown congratulated Mark as Chairman for this 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 sometimes 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)

We have done little publicity in magazines this year due to 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 and 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 then further adverts will be placed in other magazines.

Any other business (Mark Walker)

i. 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.

ii. 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. We had hoped to have the original on display, had this AGM been a face to face meeting in Derby, as originally planned. 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. One of which, art prints 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 at the Stuart Hotel, Derby.

We feel that covid is unlikely to enable us to meet face to face 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.

Open forum questions

i. 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.



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