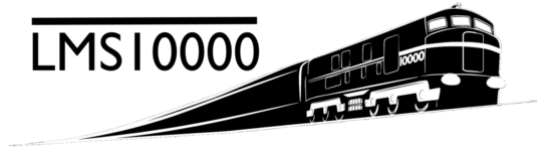


LMS10000



## THE IVATT INFORMER

Recording progress with LMS10000

October 2021 - Issue 4



## Auction of a cab



If all goes to plan, the cabs from 58022 will be removed by the end of November. We will be keeping one as a future exhibit, and the other, the number 2 end, is available for sale. If anyone would like to make an offer on it, the deadline for receipt of offers is 15th November.

The cab is totally stripped out. The wooden floor panelling has been removed, as have all gauges, switches, the cab heater, seats and the power controller pedestal. The windows have unfortunately mostly been broken by the local vandals.

The power controller pedestal is in the photos but will be removed before the cab is sold. The cab is 2390mm high, 2615mm wide and 2050mm long. It weighs about 2 tonnes.

More photos can be seen on our Facebook page:

<https://www.facebook.com/groups/LMS10000/permalink/4351590048270662/>

If you would like to make an offer, or you would like to have a look at the cab before doing so, please email us at [info@lms10000.co.uk](mailto:info@lms10000.co.uk). People have asked what we want for it. Its up to you what

you offer, but bear in mind that its worth about £900 as flamecut panels, so offers less than that are unlikely to be successful. Offers need to be with us by 15th November please.

The cab doesn't include the buffer beam, which is part of the chassis. Basically, if you look at the picture, it starts at the yellow bit. The external doors are part of the main body shell and aren't part of the cab. When removed the rear of the cab will be the central rear access door. We unfortunately don't have any of the internal or external parts available to complete the cab. If you would like to have a look at the cab, let us know at [info@lms10000.co.uk](mailto:info@lms10000.co.uk). The loco isn't currently publicly accessible, so please arrange a time and date before visiting.

You will need to arrange your own transport and the cab will need to be collected by 1st December latest. It will be removed in the last 2 weeks of November - the exact date is still to be arranged with the Ecclesbourne Valley Railway.

All dates are subject to everything going to plan, and no payments will be taken until all dates and transport arrangements are confirmed. Any questions, please email us at [info@lms10000.co.uk](mailto:info@lms10000.co.uk).

Also, before this gets reposted repeatedly on the Cab Yard page, we offered it to Richard Benyon last year, but he has one already.



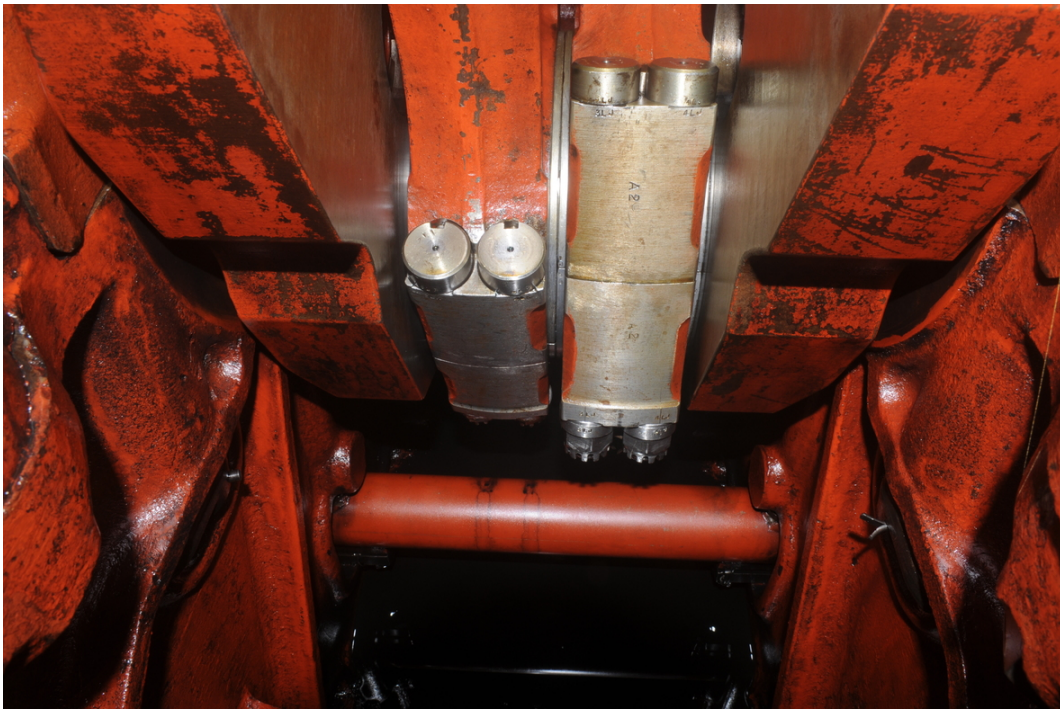
Works undertaken 23 Oct 21

Two turbo filter housings stripped and impellers spun round. (Perfect) all crankcase covers removed one side, internal inspection for any damp damage ( very minimal witnessed) all crankshaft thrust clearances checked. .016 to .019 along the webs of every crankshaft journal. ( As it should be) all crank pins bottom end bearings plus bright steel and fasteners coated in rust inhibiting 75-90 hypoid gear oil. WD 40 sprayed on all internal surfaces.





Inside the power unit, the covering of oil was updated.



## Sturgeon News

Nicola has been doing the job she was designed for at Warkworth on the 29th. Moving rails around the EVR.



## Bogies News

Seen during October, the bogies have been cared for over the summer and prepared for winter storage. The yellow frame above has also been prepared for testing and certification, which should happen during November.



Further cleaning between the bogies and workshop was completed on the 15th.



On the 16th Mark L spend a couple of hours scraping, chiselling and brushing off years worth of congealed brake muck from the bogies and bagging what could be reached underneath.



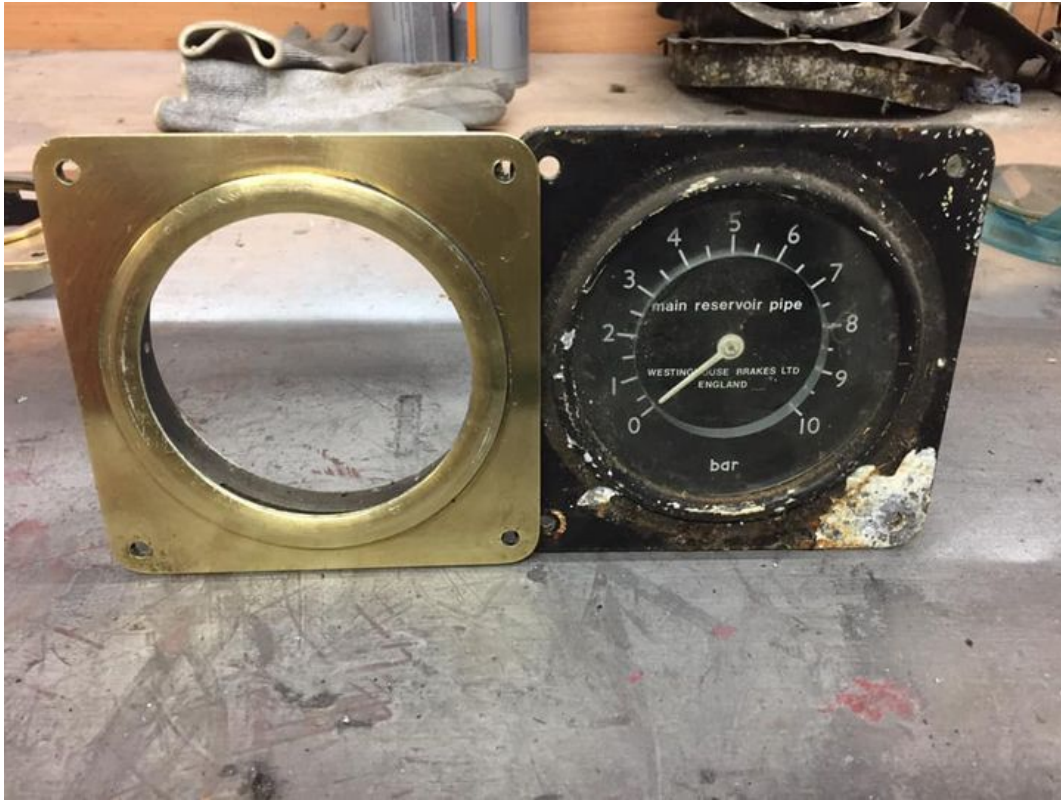


The changing scene of Autumn! Below, on one of our security cameras, the bogies seen on the 24th and 27th.



# 58022 News

There is a job for everyone in the workshop, and John Clegg, one of our new members, seems to have found a job he likes. This is a before and after of one of the gauge facias he cleaned up on the 8th. It's attention to detail like this that will make the finished loco something special.







Oct 15th: The small roof sections that connect to the cabs at each end of 58022 are unbolted and ready to come off, and the cab we are selling has been stripped to provide parts for the restoration of the other cab. [no pics].

The control modules we bought recently have been sorted to remove a few class 37/56 modules that were mixed in.

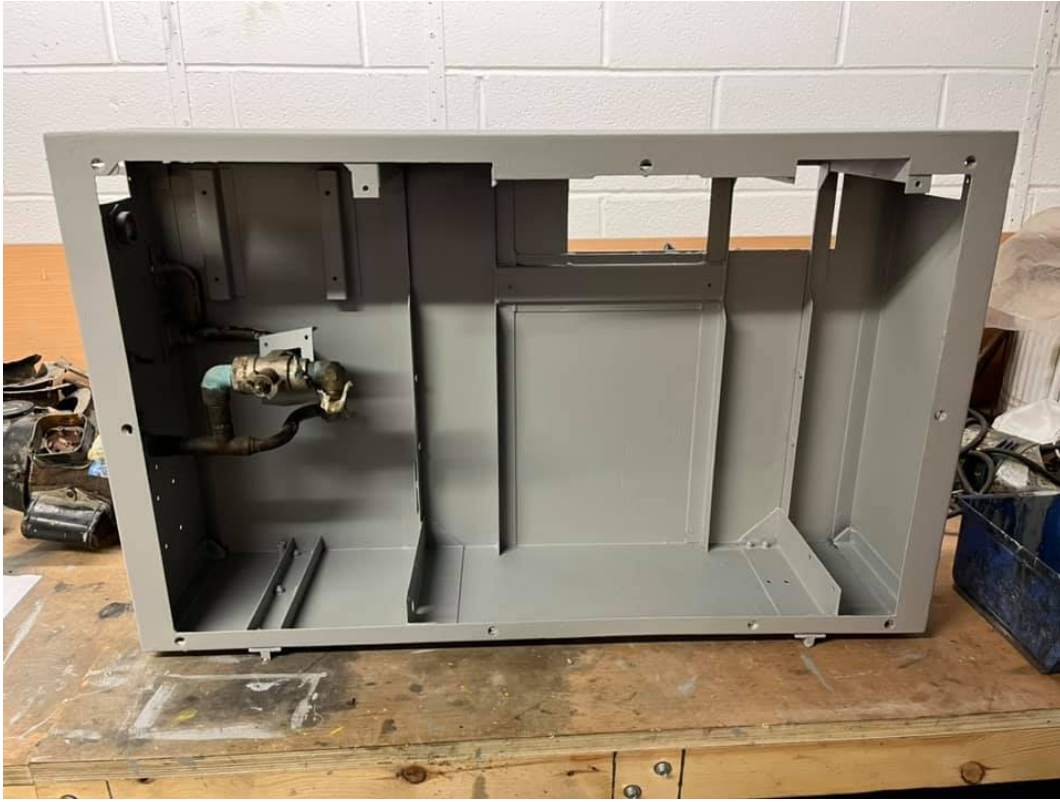




16th: Paul and Phil had a real good day of prepping works, removed the tarp from the cooler and folded it up, fitted the turfors for safety whilst releasing the final pinch points. We also had the bogie retaining straps slack this afternoon and let the secondary springs decompress. At the minute, it's safe and suitable to shunt and we are able to deal with the stored energy within the suspension system. We can then remove the retaining straps without resorting to addition of temporary ballast. We will have a bare chassis very soon and have a complete workable plan for progress, including tank, bogies etc.



Work on the 22nd involved Drew working on cataloguing the control modules prior to testing them. John continued to work on restoring gauges. Bob continued to work on the cab heater box, seen below.



Mick has refurbished the engine priming oil pump off the 58. The 16SVT does have its own full duty oil pump but, as with all large diesel engines, due to the weight of the crankshaft and it's rotating parts, it has to be supported on a pressurised oil wedge to prevent the bearing surfaces from being damaged during start-up. Once the engine is running the main duty oil pump then takes over supplying the rotating components with oil. The locomotive electronics system won't allow the starter to engage until sufficient oil pressure is available.






## 58022 Autumn and winter work schedule:

(not specifically in order)

- Move to an accessible track area down the yard.
- Remove all doors, terminal bars, pinch points including tarps. 2 days est.
- Disconnect all dampers and traction centres both top and bottom. 2 days est.
- Remove fuel tank utilising 4 of two tonne bottle jacks, turfors wrapped around chassis and fuel tank, scaffold tubes and FLT. 1 day est.
- Remove both cabs and transport. 1 day est.
- Remove cooler group, cooler group and transport. Fit buffer to chassis. 1 day est.
- Prep chassis for removal off bogies 1 day.
- Crane chassis to grade remove bogies and transport to agreed storage area. 1 day est.
- Utilising two cranes, buffers and 4 off 10 tonne 6m wire strops rotate chassis on grade then lift onto Sturgeon wagon and 8 sleepers. 1 day.
- Commence removal of HV cabling, identify and label and store. 2 weeks est..

This work is part of the process to create the rolling chassis for 10000. it all takes time and money, hence.....



## Fundraising News

So far we have raised £13,198 toward the Rolling Chassis appeal.

- Cheques - made out to the "Ivatt Diesel Recreation Society" post to IDRS, 46 Biddick Village Centre, Washington, NE38 7NP
- Online banking - donations to Lloyds 30-94-77 50405860
- Paypal Giving Fund via: [our Paypal Giving Fund page](#)

We encourage you to have your own tour of Centenary Works prior to donating. Contact us to arrange a visit.



## News from the Works

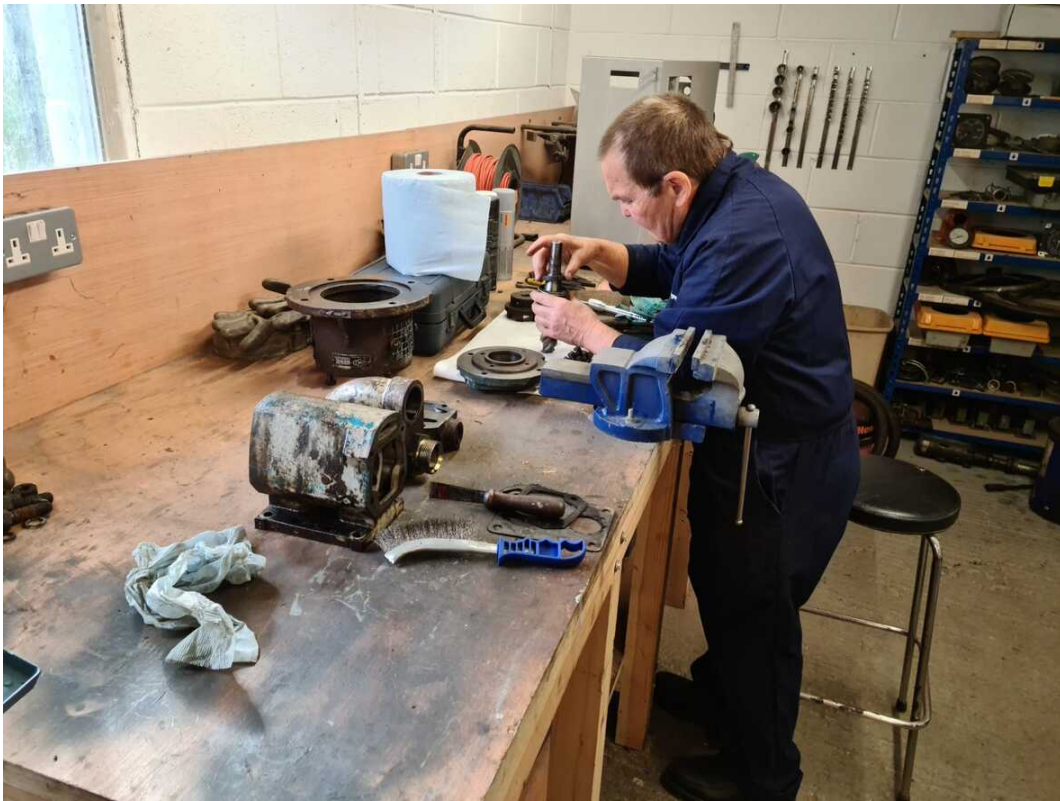
The volunteer team made progress on various fronts on Tuesday 5th.

Three lights now work on the exterior of Centenary Works.



Activities at the Works on the 15th, making space for the crane to move from front to back unrestricted. Which meant moving air tanks to the pit, shunter pieces restacked onto a pallet, wide bench moved to top corner, narrow bench put by kitchen table for signing on book etc, degreaser also moved to top corner. While Mick worked on refurbishment of the oil pump.



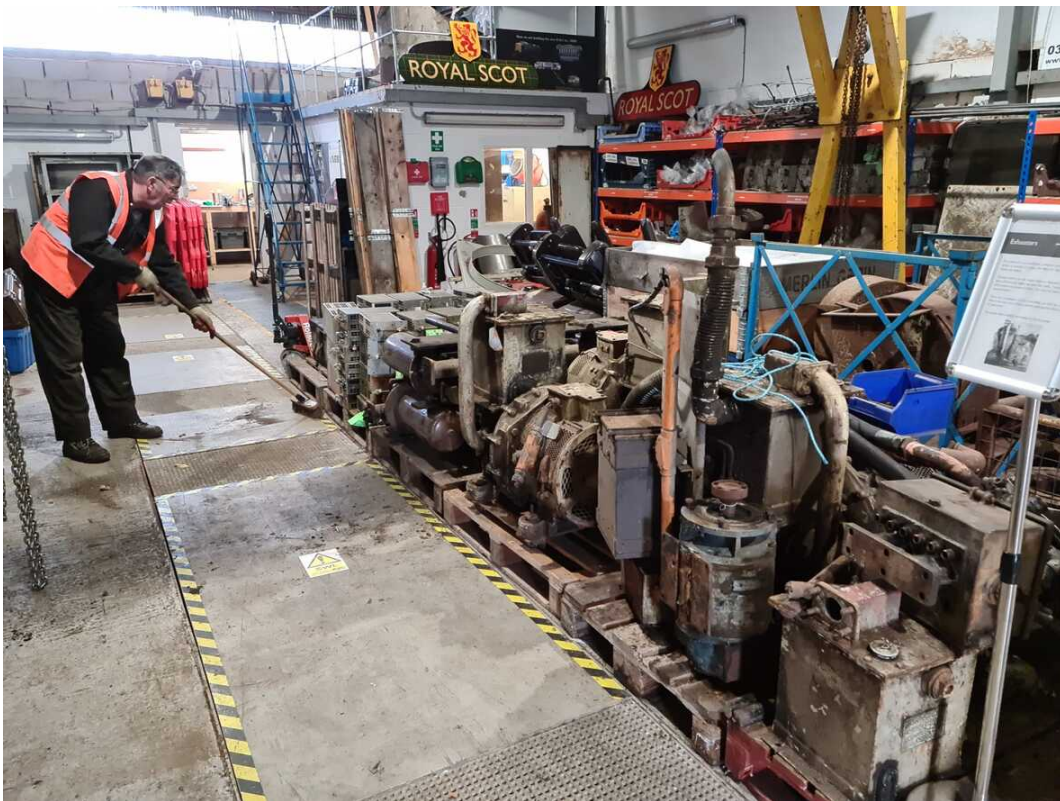
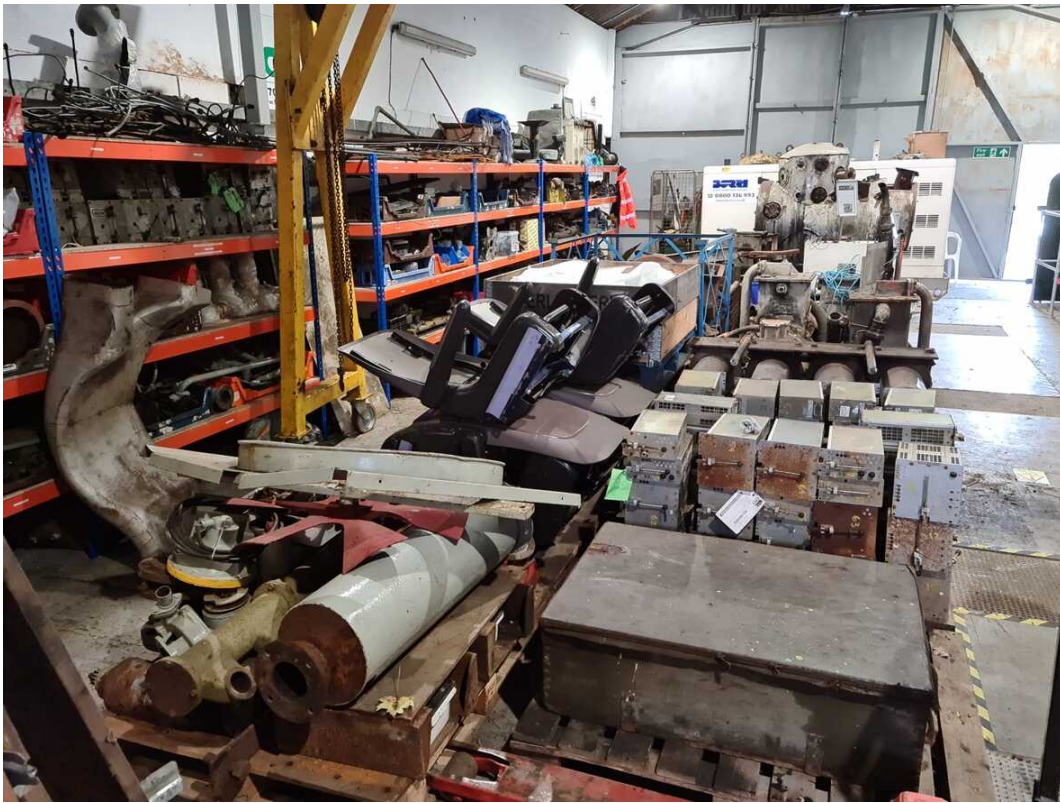






In these pictures you can see Centenary Works full of equipment and parts on the 22nd.





## Other news.....

This month we have continued negotiations to obtain an electronic fire control system for the locomotive. More news soon...

And lastly, a spectacular rainbow seen from Centenary Works looking over Warkworth station.



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