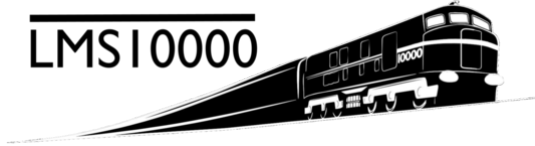


LMS10000



# THE IVATT INFORMER

Recording progress with LMS10000

November 2021 - Issue 5



## Bogies News

Now that the lifting beams are tested, things are moving along with the bogies. The first traction motor is unbolted and ready to come out for assessment.



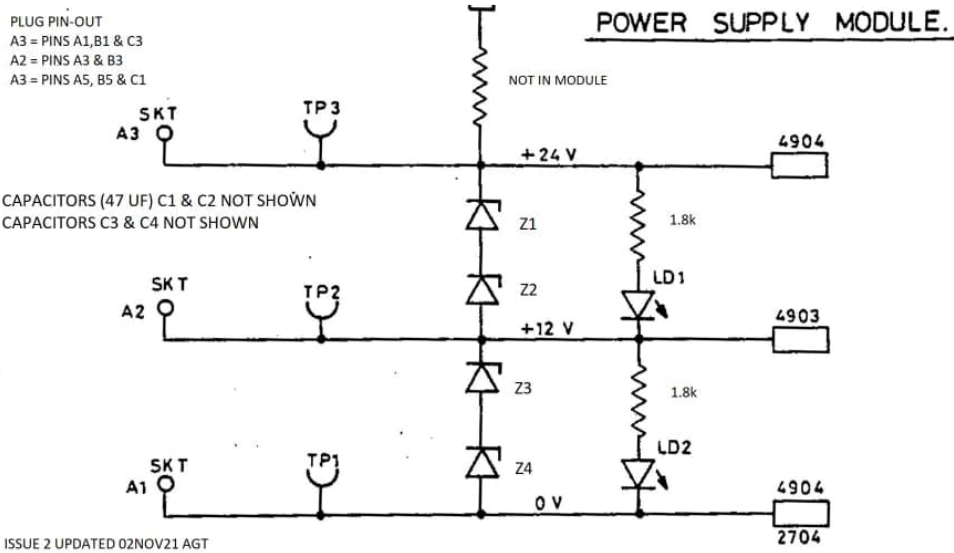
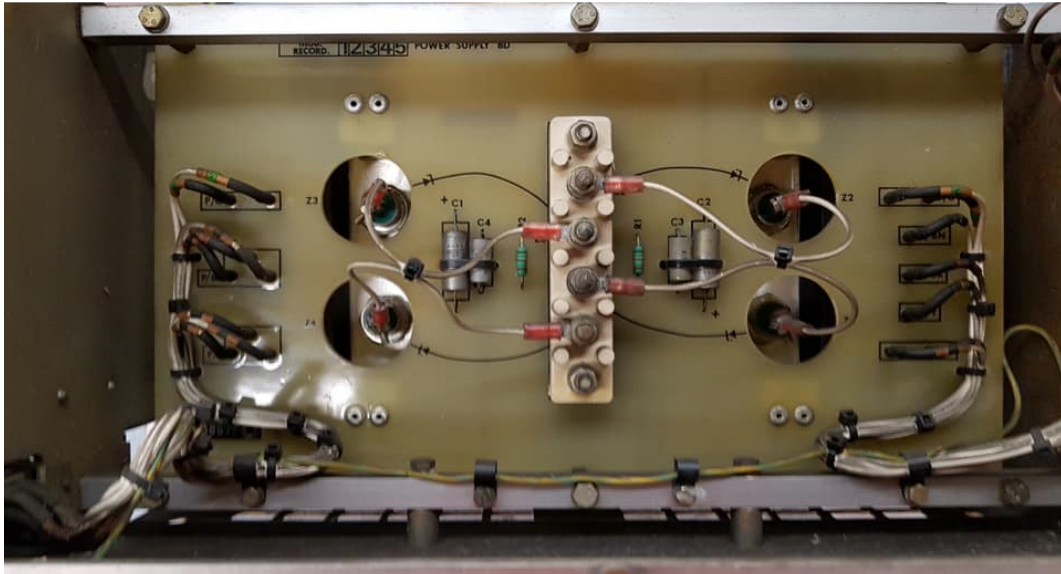
A bit of lateral thinking on the 23rd, using one of the bogie stone guards as a bearing puller



## 58022 News



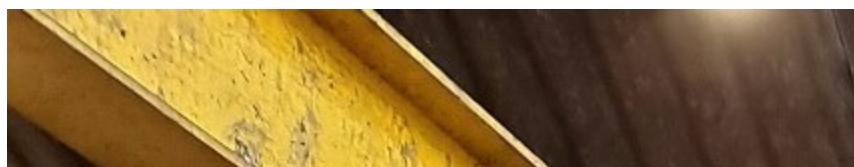
Our electrical expert Drew has started the unenviable task of checking out the 193 control cubicle modules. First on the list were the power supply modules. This is the wiring diagram for it, and an internal view of the module itself. The good news is that all of them seem to work ok, despite most of them being covered in fine black dust..... Only 189 to go Drew!



fbdffb

# News from the Works

On the 3rd an inspection was made of our two lifting beams. They passed and we can now make use of them. One is in the shed while the other is set up over the bogies, ready to lift out the traction motors. However one has minor bending on one piece of steel so that will be replaced before we put the frame to use.









On the 20th fresh steelwork arrived to replace a warped beam on one of the two lifting frames. With one frame already passed for use, the second will soon follow.



On the 16th, Mick posted this update:

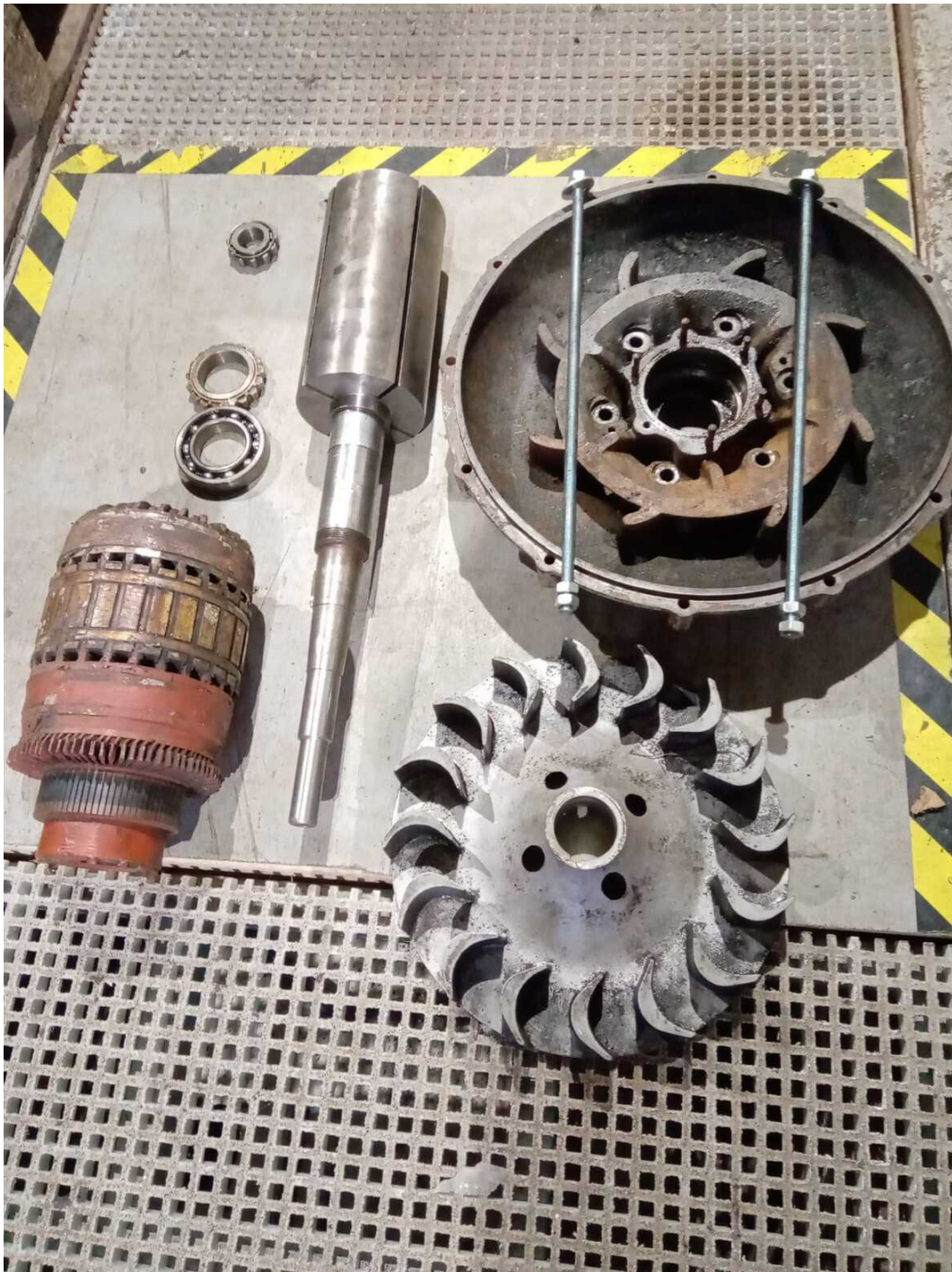
A bit of a slow day on the Exhauster today so I didn't get to where I planned to get to with it. My plan was to completely strip the rotor out of the casing, extract the support bearings/seals then clean up and inspect. I also intended to carryout a dimensional survey of the existing fibre rotor blades ready for procuring new modern material replacements. But a shortage of some equipment on my part slowed me up. However I did take an initial set of feeler readings to determine the rotor - casing clearances and it seems we are at our maximum tolerance with the current bearings. But once I've cleaned it all up and fitted new bearings I'll check again then we'll have a "as built" set of tolerances that we can use to select the 2 potentially best performing Exhausters of the 4 available, once overhauled. For next week I need to procure 2 x M12 X 500mm screwed rods with nuts to extract the bearing from the rotor shaft. The rotor assembly is very heavy and unbalanced when trying to manoeuvre it around so much H&S care is required to prevent damage and injury.



On the 23rd, Mick added this update:

I few hours in the works today completing the strip down of the Exhauster, rigged up 2 lengths of screwed rod and a strong-back to draw the housing and bearings off the rotor shaft, Tony's post shows the set up. After trying several different unsuitable strong backs Tony came up with the mother of all strong backs, it's a bracket off the old bogies and although it was a bit over the top but it worked a treat, thanks Tony. There are a pair of bearings in this location the outer (motor side) one is a ball bearing maybe deep groove to maintain the shaft location and the inner is a roller bearing to support the weight of the 30kg rotor, the outer race of the roller bearing has yet to be withdrawn. Degreased the housing and commenced cleaning the casting ready for painting, but because of its age it has several coats of very chipped paint that needs to come off for it to look decent when it's refurbished. Scraping, chipping and wire brushing is a slow and tedious process but it's the only way and there's a lot of casings to do unless a local member knows of or has facilities to have all the casing shot blasted for the project, FOC of course.





Volunteers in the workshops now have added warmth courtesy of a new large heater which looks rather like a missile



On the 26th Bernard cleared the bench at the bottom of the shed to give us more working room, and done some leaf clearing outside. John and Bob have done more work on the gauges and the cab heater, and Tony has been continuing to refurbish a generator which was donated for us to sell, seen below. Tony also had the injector feeds and the eccentric pump off and cleaned it all. Mark put a lot of exhauster bits on the bench so Mick has a improved site in which to work.



## Other news.....

Copies of back issues of ICON (our members' magazine) and Ivatt Informer (this monthly email) are now available via the website: <https://lms10000.co.uk/downloads>





Winter reached Wirsforth on the 27th, with snow covering the tarpaulin topped bogies.

A visitor to the Works in November



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