

THE IVATT INFORMER

Recording progress with LMS 10000



Phil has been busy today working on the governor tower, ready for the overhauled and adapted class 56 governor to sit on top (see pic below). The Governor regulates the speed of the power unit.



Here's a picture of one of the two Governors we have available. We only require one for the power unit, but have a policy of having 'two of everything' This picture was taken while it was on test.



News from the Works

The top beam of one of our lifting frames was replaced on the 8th. The previous one had a slight bend to it. Seen with one of our ex Deltic steam heating boiler (green) immediately behind the frame.



In the hope that we will ever be able to find what we want, and so that we can check what we have without looking, we have set up a computerised stock control system. These are some of the items that went onto it on Friday.







On the 19th, Mick wrote:

I spent a few very cold hours at the works yesterday, continued with the exhauster refurb by starting on the Seal Oil/Separator Tank. Removed the very painted nuts and bolts to remove the top cover. Cleaned off the old Nebar Gasket and removed the oil separator from the cover to access the oil strainer mess. The seal oil is contained in the bottom 3" of the tank under a baffle plate so it's not possible to directly clean the oil tank interior, the oil returns to the oil tank though ports in the corners of the baffle plate.

Removed the drain plug and initially oily water came out quickly followed by a gloopy mess that crawled out in blobs. To try and flush out the oil tank Tony poured in some old diesel and agitated the tank to loosen up the remaining gunge. Then a trip to the parts washer and finally a jet wash flush, thanks Tony. Cleaned out the oil strainer mesh and the rest of the parts, again finishing with a jet wash. Set all parts aside to dry ready for next week.





On the 25th Mick wrote:

Today's work at the very cold works (zero degrees, I thought about putting my yogurt in the fridge to prevent it freezing) was stripping the old chipped and damaged paint off the exhaust oil separator tank. The heater was fired up to at least make it bearable and to keep toasting my cold hands.

Using a sharp scraper and a 5" angle grinder fitted with a paint removal disc made short but very dusty work of it, so full PPE was in operation. The areas that the disc wouldn't go were done with the sharp scraper, using a chipping and scraping motion, so I'm about 90% there now. Should have it ready for painting next week if its warm enough to apply the paint. Spring is on the distant horizon!



Other news.....

On Dec 28th, Mick shared the following:

I managed to wrangle a pass out to escape to the garage this afternoon for a couple of hours to do some homework. Carried on chipping, scraping, wire brushing the old paint off the Exhauster fan casing/motor mounting. I want to get back to bare metal as I'm looking to see if any stitch repairs have been carried out on any of these casings. I remember from my Loco days that some casings were Meta-lock'd (a cold metal repair process for repairing cracked casings and housings) saves

pre/post weld heat treatment/distortion from weld repairs.

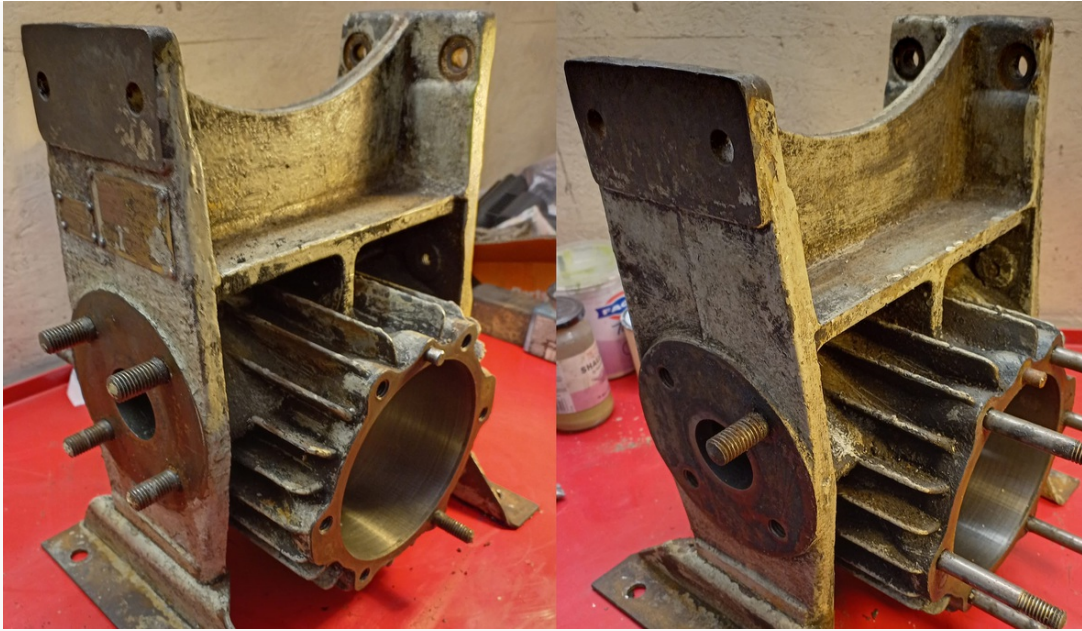
If I find any evidence of cracking or any previous crack repairs I can then do a visual check for any further obvious evidence of crack propagation at the repaired site, if any defects are found a Magnetic Particle Inspection (MPI) will have to be performed to discover the extent of the defect. As far as I am aware we don't have access to any NDT Qualified/Certified Personnel with the right equipment, unless any of you guys know different?

I discovered something interesting anyway this casing is stamped X58021, the other marking is probably the stamp of the Finished Work Inspector after the final stage of manufacturing.



Cleaning and painting the Exhauster Casings has continued. The exhauster body is really caked in years of oily crud and will only come off with a scraper and white spirit, but it's coming along. The machined surfaces will be polished up prior to assembly.





Volunteer work came to an early end on the 7th as snow started to lie steadily through the day.



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