

## THE IVATT INFORMER

### Recording progress with LMS 10000

April saw us prepare for the first set of Open Days of 2022 coinciding with the EVR's Diesel Gala. We also obtained a vehicle, a Sanderson Telehandler. Finally, we continued preparing for the lifting of the remaining components from 58022, a process involving a handful of third parties and deals to be made, particularly disposal of the class 58 traction motors and bogies once the chassis is lifted.

Our members' magazine ICON will be sent out in the mail during May. It contains a lot more explanation and photographs than the Informer. If you're not yet a member please consider adding your weight to the project with regular affordable donations. There is time to add you to the mailing list for this copy of ICON.

All photos by IDRS volunteers unless stated.

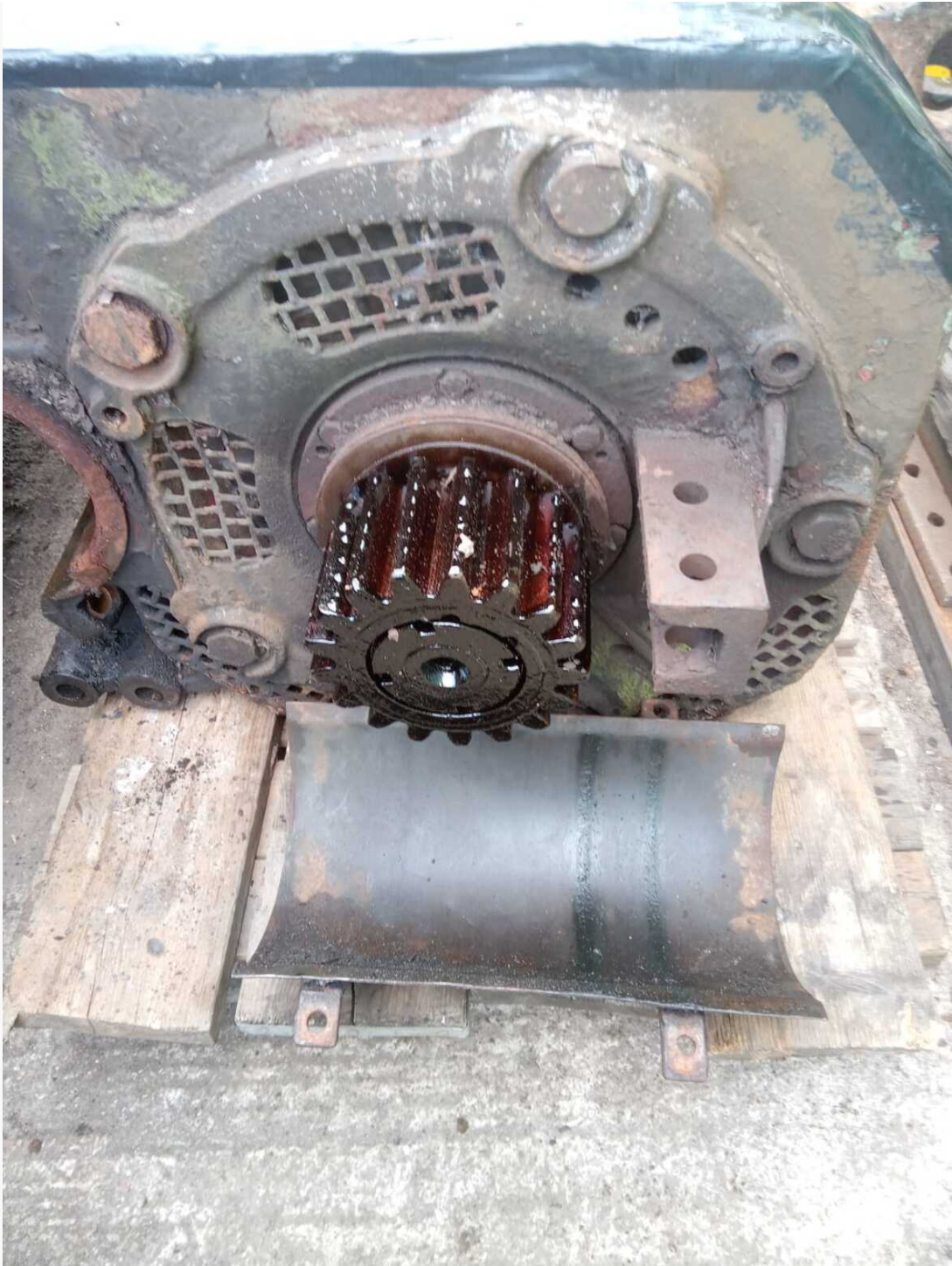


On the 23rd we lifted the first ex-EM2 Traction Motor. (not to be confused with the ex-58 motors mentioned above!)

We chose to lift this particular one of the six because it is in the 'least good' condition. This will enable us to assess it. Once we have investigated its condition we can better define the work and expenditure required to refurbish all six traction motors.

The first photo below shows the beginning of the lifting procedure. Next, we see the traction motor, gear wheel, axle and pinion drive.





Here is the axle that had water contamination,. The journals are fine and in great condition.

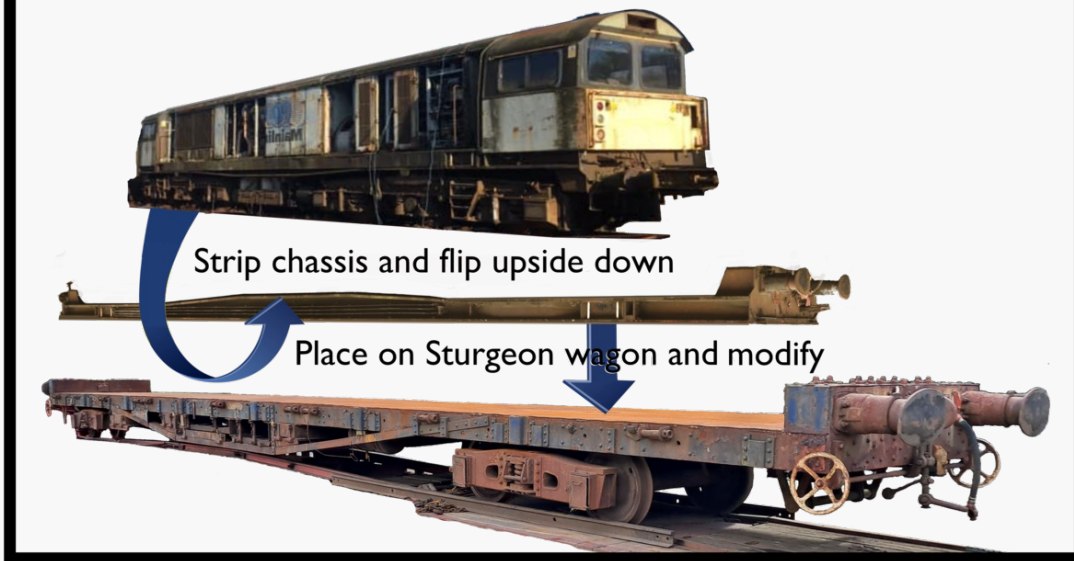




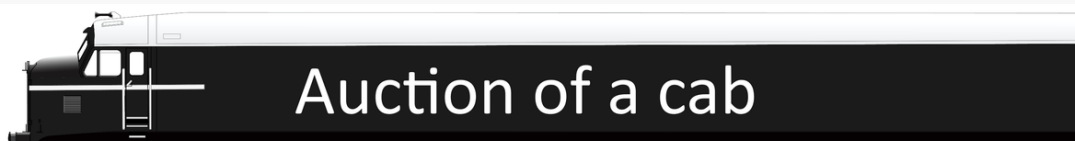
## 58022 News

Final stripping of 58022 will take place relatively soon. Notch 7 and 8 donors will receive individual invitations to observe this operation.

## Creating a D16/I rolling chassis



**Thank you to everyone who contributes monthly or to special appeals. You make the difference! To add your contribution to this project, see our webpage: <https://lms10000.co.uk/membership>**



Here is the link to the Ebay auction: <https://www.ebay.co.uk/itm/125288869809>

The cab is 'as seen' and is number 2 end. The cab has been totally stripped, the wooden floor has been removed, along with all gauges, switches, cab heater, seats and power controller pedestal. The windows have unfortunately been broken by local vandals and the cab does not include the buffer beam, which on 58022 is part of the chassis. The external doors are part of the main body and not part of the cab. There are no internal or external parts available to complete the cab.

Here are the terms: ( IDRS = Ivatt Diesel Recreation Society )

- Sale is 'as seen'.
- The successful buyer must arrange their own transport so that the cab is removed from the Ecclesbourne Valley Railway site as soon as possible.
- IDRS will remove the cab from the chassis at no cost to the buyer. However.....
- If the successful buyer arranges transport off site to coincide with the day on which the cab is

removed from 58022, then IDRS can use their hired crane to place the cab directly on the buyer's transport, free of charge. Otherwise, the buyer must also pay for their own means of lifting the cab onto their transport from the ground where it will have been placed.

- Payment within 24 hours of the end of the Ebay Auction please. Payment can be best made by bank payment to avoid fees being made. Account 50405860 Sort code 30-94-77. However, a payment via Paypal Giving Fund is equally acceptable as it has no fees to either party:  
<https://www.paypal.com/gb/fundraiser/charity/139996>

- If the Buyer does not pay via bank payment or Paypal Giving Fund within 4 days after winning the Ebay auction then the order will be cancelled by IDRS and a second chance offer will be made to the next highest bidder.



On the 14th, Mick told us:

The next candidate selected for work is a small pump that lived near the fuel tank on the 58. Its a fuel lift that transfers fuel from the underslung fuel tank below the engine.

I gave it a good wire brushing to remove the dried on coal dust before stripping. On stripping it was found to be absolutely bone dry obviously its not seen any fuel for many years. At first glance it all looks re-serviceable anyway even the carbon pressure seal looks unworn so it might be just a case of a good clean, polish and new gaskets and the obligatory coat of paint of course.

Here are before and after pictures.

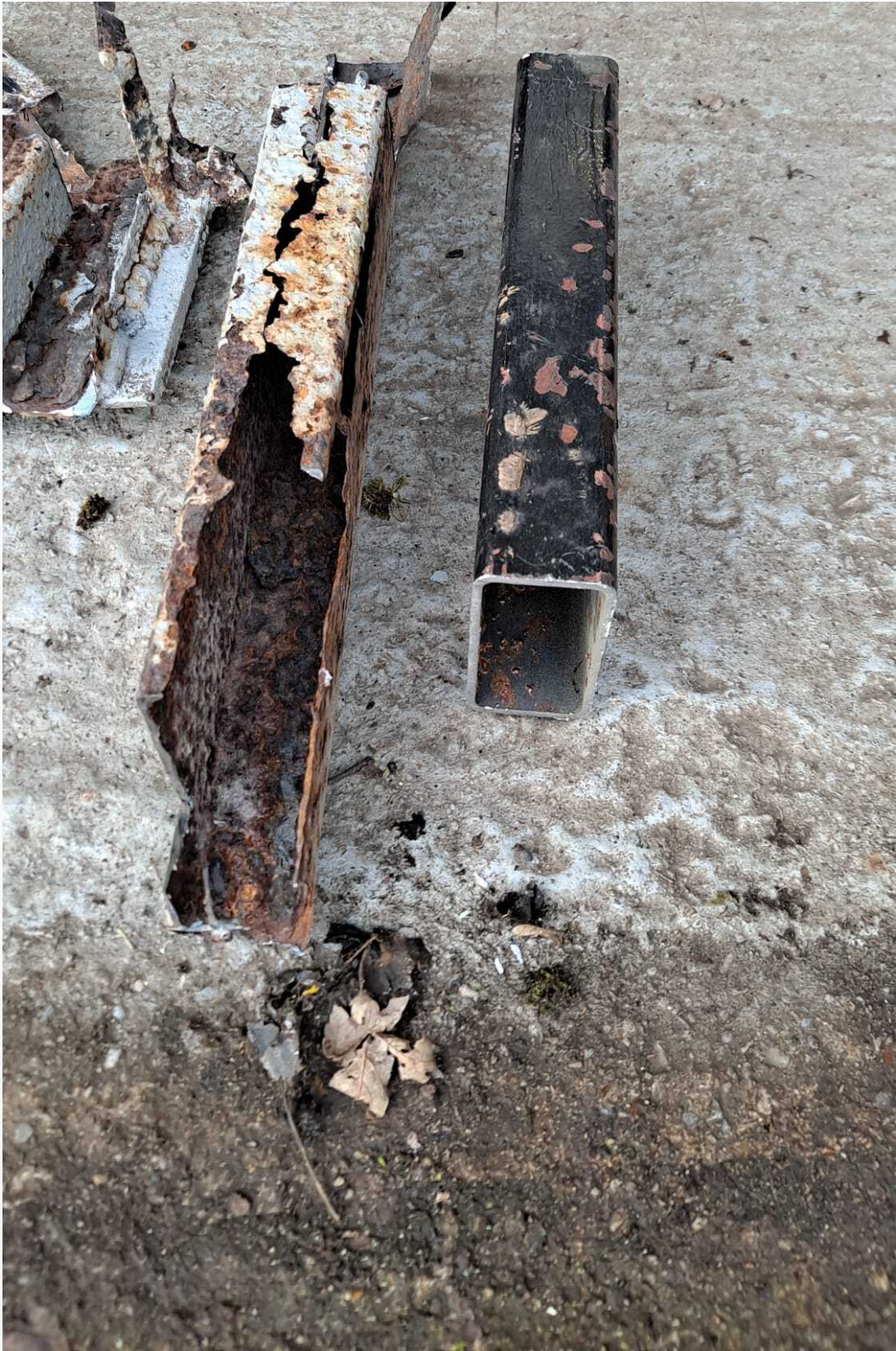






Ahead of the Open Day we carried out remedial repairs to the works main door. below you see the problem, then the solution, as carried out on the 18th.







In full, the work done by our team at Centenary Works on the 18th was:

- Door of works properly weld repaired.
- Bogies unwrapped, new covers made for the TM ports and fitted to keep the water out.
- Tarps dried folded and palletised.

- Perspex sliding window made for the telehandler.
- Telehandler inspected by EVR; all good, just some minor items to attend to.
- Outside area cleaned to a good standard and outside lifting beam prepared for work.
- Display boards built and items of interest placed for display.



On the 29th Tony reported:

Friday shed report. Drew, Mick, John, Bernard and I in attendance. Drew processed another couple of electrical modules, Mick worked on the TM bearings. John worked on the valve boxes for the train heat boilers. Bernard removed some of the rubber seals from the door so that Phil can attach the skin to the new steel. He then strimmed some weeds. I painted the lifting thing and fitted the beacon to the Telehandler and parked it inside the shed (see more about it below).



We went for a walk in the sunshine to see the 58 in the headshunt (above) and Nicola the Sturgeon wagon in the yard, ready for receiving the chassis of the 58 (below).



Prints of Ian Walmsley's painting are available for sale via our Ebay shop. Follow this link to see more details: <https://www.ebay.co.uk/itm/125285948472>

This image below has copyright watermarks and blur marks, which the prints do not have.



## Other news.....

On the 11th we took delivery of a Sanderson 725 Teleporter. Sadly, despite it's name, it will disappoint Star Trek fans because it does not teleport you to distant planets. Instead, it has a heavy duty lifting arm which will enable us to lift the cabs, electrical cubicle and other parts from 58022. It will also come in useful for jobs around the EVR.

Below we see it leaving its previous home, courtesy of previous owner Brychan. Then, arriving at Wirksworth and parked underneath one of Centenary Works' security cameras.







The EVR Diesel Gala featured visiting 55019 and D1842. Another Gala will take place on the 5th-7th of August and our Workshop will once more be open to the public during that time.





Photos:  
Above, courtesy of Sam Bond. Below, Michael Johnson.



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