



16 SVT Society - Restoration Diary - 2004

January 2004

With our planned body lift deferred owing to external problems, we have not done a great deal on the loco other than arrange new facilities to enable the lift to go towards the end of January. A new source of jacking equipment has now been identified, and arrangements are being put in place to lift the locomotive.

However, we have been tidying up and have got the head lights working on the front of 40118. In addition, the cubicle roof section is now prepared for gloss paint to be added - this follows a complete reskin (November) and bodyfiller application to the weld lines to produce a smooth 'canvas' for paint.

Bodywork continues, with the number 2 cab now virtually all new steelwork on the secondmans side.

Cubicle relay work continues, along with the refitting of the air supply and electrical connections to the engine governor. The latest batch of relays, from above the main cubicle connection bars are now being refitted.

Unfortunately, our working members have suffered more than their fair share of illness since Christmas - hence the reduced output!

February 2004

February started cold and damp!

No 2 cab drip trays were completed and installed, with the top faces made from stainless steel plate (rather than the cast aluminium of the original - which had created corrosion problems).

In addition, we started the process of manufacturing new lifting brackets to enable the new set of hydraulic jacks to lift the locomotive. The exact date needs to be arranged with the commercial organisation who will be supervising operations. The engine governor, now overhauled has been refitted, and rewired. The associated control air cylinder has been refitted - this unit operated the fuel rack and physically causes the loco power unit to speed up and slow down.

Consideration has been given to the next part of the power unit area to work on. It has been decided to remove and clean the main resistor banks (on the bodyside adjacent to the main generator). These are currently soaked in oil and need a complete clean to make their operation safe and predictable. The first

bank of resistors has now been removed, and have been found in far worse condition than expected - owing to a fractured turbo oil pipe they are literally dripping in oil. They will all need careful stripping down and degreasing. The associated wiring tree is also oil contaminated.

The 'free' end of the power unit, (at the radiator end), needs the turbo charger brackets and turbo chargers refitted, but this will be left until the summer, when the roof can safely be removed.

March 2004

The start of March saw a big push to complete the construction and testing of a new set of jacking equipment ready for the (rescheduled) body lift. The equipment purchased comprises automatic hydraulic jacks, motor pumpset and control equipment. We have modified a set of traverse plates to suit the new jacks. The traverse plate enables the locomotive to be moved 15cm in either direction to precisely position the segmental bearings when putting the locomotive down after a body lift.

Prior to the lift taking place, the entire group will attend a course to 'convert' to the use of the new equipment. The re-equipping has been a major capital investment by the group with the equipment costing approaching £10000.

Work on the engine has, in consequence, been slowed, but we have now completed the stripping of the first resistor bank found in the 'B' side of the engine room. As mentioned in February this was heavily oil contaminated. The mounting boards have been removed, and we have started the 'clean up' process. The first of the resistors have also been cleaned. Owing to the extensive oil contamination, we have decided that the whole of the 'b' bank area will need to be stripped and cleaned. We have, therefore, removed the boiler filler shoot - a process of unbelievable complexity owing to a combination of bad loco design and dual braking equipment. The shoot itself is held in place by 8 bolts on a flange at floor level. To get at the bolts, the floor plates (three in total) need to be removed. To remove the floor plates, one of the main air reservoirs installed on the side of the power unit during dual braking needs to be removed. Then to remove the flange bolts the fire extinguisher delivery pipe needs to be removed! Finally, once the shoot is free, part of the floor panel support strut needed to be cut out to allow for the removal of the shoot. Add to this the fact that everything is covered in a thick layer of engine oil turning the area to a skating rink.

A large part of the area surrounding the water shoot has now been 'degreased' and taken back to base metal. Once the whole area has been cleaned of oil then the whole area will be cleaned with 'panel wipe' a proprietary cleaner that removes all traces of oil residue. Paint can then be applied. Similar work is being undertaken on the 'A' bank of the engine, but without the oil contamination. The A bank has been concentrated on, and large areas have been primed. In addition, the area around the 'free end' turbo chargers has been completed.

Our new Automatic Voltage Regulator (AVR) has now been delivered from the manufacturers and is ready for fitting in the next few days. It will be fitted onto a new purpose made base, but still on the top of the small battery box.

April 2004

On 14 April the Society successfully changed the number 1 bogie on 40118. The engine had been sitting on the 'spare' Class 40 Appeal bogie. The loan of a bogie enabled 40118 to remain mobile during other loco works. The engine is now sitting back on its original number 1 bogie, but this has been stripped to essentially a frame, with our spare bogie being overhauled for eventual replacement. The bogie was returned to the Class 40 Appeal on Friday 16 April. The society wishes to extend our thanks to the CFA for the loan of the bogie.

The body lift utilised our new MFD hydraulic jacks, and was undertaken with supervision from training staff supplied by HES of Daventry.

To get ready for the body lift an extensive shunt of rolling stock was required both before and after the lift. Photos of the bogie and the shunt appear on the site. In addition, we have needed to install a new 32amp 110v power supply to allow, new larger power tools to operate.

Our workshop, and old GWR tool and riding van - GW174 is in need to some repair work. Its wooden body is being repaired, with at least one of the oak corner pillars needing replaced. This work started at the end of April - taking advantage of the glorious weather.

With the body lift now past, the society can return to the more important work of continuing the restoration of 40118!

May 2004

On Saturday 8 May the Society was engaged in a long arranged Engineering Diversion - with all our working members helping to celebrate the marriage of Bob & Mandy.

May has seen the society move back to work on the locomotive restoration. The control cubicle roof section, which was reskinned during the winter has now been fully painted, after having received two coats of primer, two coats of undercoat and two coats of rail grey gloss on the inside.

Number 2 cab floor, which was removed to allow the door drip trays to be replaced is now being renewed. The floor itself sits on wooden beams bolted to the steel loco frame. We are replacing the old wooden beams with new material. The control cubicle itself continues a rebuild, with relays being stripped and rebuilt. The VLR relay is the latest to be completed. It, however, needed a new main pin, as the old pin had worn to an unbelievable degree. In addition, in order to give some indication of the levels of corrosion found on un-rebuilt control cubicle components, I have added a photo of one relay before any work is done to

renovate and clean the contacts. This contactor is now completed, with all electrical components tested 'on the bench' using our 110v DV test equipment. A photo of the relay has been added.

The BMR relay, used to detect if the traction motor blower is working properly has now been stripped, and is virtually overhauled. The purpose of this relay is to prevent the locomotive field diverting operating if either traction motor blower should fail. This reduces the risk of the traction motors themselves overheating. On all the electrical components that we strip we check resistance. This is an important test - particularly of the contact tips. Ideally, there should be virtually no resistance (1 ohm or less). This will be achieved if the contacts etc are clean and properly aligned. Poor alignment, or corrosion will result in a higher resistance figure. What is the problem with this? Resistance manifests itself as heat, and can in extreme cases result in wire insulation breaking down and such like. This is the reason why we are stripping and cleaning every contact tip on the locomotive. The coach is, as reported in April, having the worst of its rotten timber replaced. A supply of 15 year old oak has been secured, and we are now planning how to manufacture the new 6" by 6" corner posts out of this oak. We have engaged a carpenter to do the actual work, so that we do not divert our resources from the locomotive.

June 2004

June had work being undertaken on two main areas; the cab side sheets in number 2 cab and the control cubicle.

The cab side sheets are being replaced with new stainless steel material. This is because the old sheets had corroded, along with the whole area of the cab drop lights. The new side sheets require pressing to form the correct shape, and a purpose made tool is being manufactured to undertake this task. The first of the new side sheets has been manufactured - to go on the Secondmans side. Owing to the metal being stainless steel it will require an acid based etching primer ('two pack paint') to be applied first. This paint requires the use of compressed air breathing apparatus and is not a job for a hot day! It has been decided to modify the side sheet to include a stainless steel lip which will divert any water that runs past the drop light water seals into the window drip tray. Class 40's had a common fault of developing rust patches below the droplights because water could not drain away properly. We hope that this modification will prevent the new side sheets from suffering in this way.

The drivers side of the number 2 cab has suffered from the same corrosion as the secondmans side, so we have commenced work to replace all the steelwork. The drivers droplight window area was, therefore, removed on 26 June.

Work to allow the secondmans seat to be refitted continues, with the seat frame now re-welded into place.

The next section of the control cubicle is now being worked on, with members having removed the board that contains the compressor and exhauster

contactors. This board is missing the number 1 compressor contactor - although we have several spares. It has also suffered heat damage, resulting in a damaged surface to the board. This has been cleaned back to good, unburned material, and the first of five new coats of anti-tracking varnish has been applied to seal the board. Now repaired, the first of the mounting bars are being refitted.

The 'TDR' relay has been stripped, checked and reassembled. This relay is designed to prevent both locomotive compressors starting at the same time - if they did the electrical load on the auxiliary generator would potentially be excessive. Instead, when on compressor start, the TDR contacts take 5 seconds before allowing the second compressor to start up.

The compressor contactors are themselves in a poor state. The arc shoot on one had delaminated, so needed to be revarnished in the same way as the contactor mounting boards. This has now been reassembled. The second compressor contactor has a spring that needs replacing. Weak springs cause the contact tips to 'bounce' and arc - causing damage to the contact tips and surrounding area. In addition, work to clean and repaint the engine room sides continues, with a large area around the resistor banks (first reported in March) now fully degreased and primed.

With two roof sections almost ready for refitting to the engine, we have started to overhaul the 'auxiliary' components that mount on these sections. These include a light and a fire alarm detector. However to allow for easy removal of the roof, both are connected to the locomotive electrics by flexible conduit and plugs. These assemblies have now been cleaned, primed and gloss is being applied.

July 2004

July saw work being undertaken on two main areas; the cab side sheets in number 2 cab and the control cubicle.

The drivers cab side sheets are being worked on both internally and externally. Outside the steelwork has been removed, to allow the frame to be cleaned and the steel replaced as necessary. The level of corrosion is greater than expected, and has resulted in more of the side sheet being removed than expected - this has caused problems as part of the brake system is bolted to the side sheet, so this has been left 'hanging' to allow the correct positioning to be maintained. A final section of cab side was found to need removal - leaving the entire cab side to be replaced. In addition, the air brake pipes running to the main brake systems are showing extreme corrosion, so will be replaced while the cab side is removed. We also discovered that the main fire extinguisher delivery pipe was corroded to the point of being perforated and a new, thick walled steel pipe has been manufactured. This can be seen in the latest photos. To allow both sets of pipes to be replaced we have had to remove part of the cab side framing.

During the removal of rusty metal in the area behind the cab sides and fire pipes we discovered that the duct that carries the traction motor power cables has corroded to the point of revealing a 6 inch long hole. This will be re-plated. The

hole is identical to one found on the traction motor blower duct discovered on the second mans side of the locomotive.

Internally, the cab droplight will be replaced with the same stainless steel assembly developed for the Secondmans side (see June photos). However, the internal side sheet design has been changed to aid manufacture - the Secondmans sheet is welded, but the drivers side is being bolted together . This can be seen in the latest photos.

Class 40's had a common fault of developing rust patches below the droplights because water could not drain away properly. We hope that this modification will prevent the new side sheets from suffering in this way.

Our workshop coach continues to receive attention - and on Saturday 17 July this involved a trip to the local Traction Engine fair to use an historic circular saw. This was needed to cut a 23 foot long, 4 foot wide piece of oak into the sections needed to repair the coach end pillars. No such saw remains in use at any local saw mills. Photos will follow as soon as possible.

The electrical resistor bank found to the side of the power unit, which were being worked on in February 2004 have seen some more attention, with the removal of the first bank now complete. The wiring mounting bars have been cleaned, and are ready for refitting. A close up photo shows that each contact bar is individually labeled.

Work on the power unit has been continuing in the background, in advance of a major push over the winter. However, the oil pressure switches have been removed to allow for their overhaul and testing. The engine has three switches which shut down the engine in the event of low oil pressure (OPS 1) - oil pressure below 21 PSI will activate this switch. A second switch (OPS 2) displays the 'engine stopped' fault light on the drivers desk and the oil pressure fault light on the control cubicle. This switch is activated at 15 - 17 PSI. The third switch (OPS 3) engages at 25 - 30 PSI and warn the driver that he has low oil pressure - allowing remedial attention to take place before the pressure drops any lower and shuts down the engine - this could include closing the power handle, checking the radiators etc. Unfortunately, OPS 2 has been found to need all three oil seals replacing as the high pressure seal is the wrong size, the piston closed seal is damaged and the electrical connection seal is ripped. New seals will be ordered and fitted to both OPS 1 & 2, which are of the same general design. The end cap for OPS 2 is the wrong type, stating it to be relay type PA6 - A1, rather than PA6 - B1. Whilst not particularly significant, the cap contain the wrong pressure settings. It is, therefore being re-labelled with the correct data. Type PA6 - A1 is the OPS 1 part type. Two of the three oil seals needing replacement on OPS 2 have now been obtained, and fitted.

As reported in June, the 'CC1' (compressor) contactor had a spring that needed replacing. On closer inspection it was discovered that the contact spring had actually broken into two pieces, and the 'suspension' spring to prevent the coil being damaged had also broken in two places. This had resulted in severe

burning of the contact tips. This can be seen in the latest photos. New parts have now been acquired, and the contactor has been largely re-assembled. The boiler compartment lighting has now been overhauled ready for re-fitting to the new roof section skin (see latest photos).

August 2004

The boiler filler duct, removed in April was internally painted using 'tank swill' - a very thin paint which can be poured into areas with limited access and applies a water resistant coating along the inside of the pipe. The outside of the ducting has now been cleaned, and two coats of green anti corrosive primer have been added. The undercoat and grey gloss have been painted on one face, as the others are liable to be scratched during refitting. The section that passes through the loco floor has received two coats of black to match the loco underside. The body side area where the water shoot is fitted has now received its final coat of Grey paint, ready to be re-united with the filler duct.

The drivers door lock on number 2 cab sits in a wooden frame which had rotted. A new hardwood frame has been made and fitted to allow the door to open properly. This means that the entire door frame has been replaced with new steel and wood pieces.

The electrical resistor frames from the engine room have, as previously reported, been removed. These have been degreased, and have had a coat of anti tracking varnish applied. Anti tracking varnish is used to reduce the risk of electrical current tracking between components. The area of engine room side on which the resistor frames, etc. mount are gradually being cleaned and repainted with primer and undercoat having been applied.

Some months ago we removed the roof section that covers the boiler and battery box area of the engine room. This was completely re skinned, with the roof doors being totally rebuilt. Before we could refit this section to the locomotive, the light fitting, light fitting conduit and fire detection conduit needed overhauling and refitting. This has now been undertaken.

The first of the oil pressure switches removed in July have been overhauled, with two new seals being fitted. The third seal fitted to the oil pressures needs replacing. We thought that this would probably involve a special order being placed for their manufacture. However, central railway stores held 8 in stock, so we have purchased 3 (to give one spare) and the original engineering drawings to allow manufacture in the future if necessary. Of interest is the fact that the seals are made of oil resistant rubber, and were originally manufactured by the company that made Spitfire and Hurricane oil seals and supplied a 25 mile rubber pipeline to cross the channel on D Day!

The contact group of the oil pressure switch needed a new contact tip as the original had been seriously burned by arcing. Unfortunately, we held no spares, but have been able to modify a spare contact tip from a power handle by

manufacturing a small brass tube to extend its reach and then extend the 2BA thread by about one inch - nothing is ever easy.

The second Oil Pressure switch has now been stripped and overhaul commenced. It required, in addition to the new rubber seals, a new copper seal on the main oil cylinder as this was missing. A class 37 oil pressure switch has provided the necessary part. In addition, the contact group on the second oil pressure switch was found to have a fractured mounting board. Once more, the class 37 pressure switch has provided a replacement.

As part of the work to re-skin the drivers side of No 2 cab, we had previously identified corroded pipes in the fire protection system. The new piece of pipework has now been fitted, and work can now commence on manufacturing the new drip tray and side skin. The 'box' that makes up the drip tray has been made - by folding a sheet of stainless steel into shape. On closer inspection, part of the main bodyside framing was found to have corroded to an unacceptable level. This has been replaced with new angle iron. This is illustrated in the latest photo section.

September 2004

The second Oil Pressure switch has now been fully cleaned and reassembled, It has been rebuilt using a new gaiter bellows from Alstom at Preston.

The society would like to acknowledge the help received from Alstom in Preston, particularly Paul Steane, Solutions Engineer for the help in identifying and supplying the parts required for the oil pressure switches.

The boiler water tank filler shoot that we have been overhauling was moved back into the locomotive ready for refitting. It passes through the loco floor, sitting on a 20mm wooden gasket. The original wooden gasket had been cleaned ready for reuse, unfortunately as soon as we started to bolt down the water chute, the original gasket broke. We are, therefore, having a new gasket constructed out of hardwood. As soon as this has been finished, it will require painting and drilling. The water chute can then be bolted into position. Typically, therefore, a 10 minutes job has turned into four or five hours of woodworking and several hours of painting and machining.

The compressor and exhaustor contactors are being overhauled, but, as previously reported, the springs and contact tips had become worn and broken. A complete new set have been purchased, and are shown in the latest photo section. The rebuilding of the first exhaustor contactor has now been completed, having received a new spring, contactor tip and new taper pins on the drive bar. The main resistor frames from inside the engine room are now being reassembled, having been completely rewired to replace the old oil soaked wire. The new wire has required new cable clamps to be manufactured, as it is a slightly smaller cross-section than the original wire.

In the number 2 cab, the floor boards have now been refitted following all the re-fabrication work on the drop lights. The corrosion found in number 2 cab is replicated in number 1 cab, so it is likely that we will completely reskin the number 1 cab in early 2005. The heaters which are positioned underneath the drivers and second man's seat are the next items to be re-fitted into the number 2 cab. The heater frame for the second man's side has, therefore, been cleaned and painted ready for installation.

Over the coming winter we propose working within the engine room preparing the power unit for re-commissioning in 2005. To help with this, we are constructing a temporary 'roof' for the engine to allow work to continue in the dry. We have prepared for power unit for the winter by coating all of the "vulnerable" components with fresh oil. This has included the crankshaft, rockers, big end bearings and suchlike.

To assist our winter work, we are constructing a large temporary cover for the locomotive. This is being fabricated at present. Initially it will be placed over the boiler and cubicle area of the locomotive to allow painting and welding to be completed in that area. It will then be moved to cover the power unit after the power unit roof section has been removed.

The boiler roof section which has been completely re-skinned, and has been gloss painted on the underside has now been moved under cover so that over the coming weeks we can apply the blue gloss to the outside, and then refit the section.

Work has continued on repairing our workshop which is an old vehicle from a breakdown train. We have been undertaking some research on the vehicle in order to establish its precise identity, and now had the National Railway Museum confirm its identity. They have confirmed that our vehicle, originally GWR No.174, was authorised as the sole occupant of GWR Wagon Lot 1037 on 13.5.1929 and completed at Swindon on 7.6.1930 at a cost of £2640. It was specifically built for service at Stafford Rd, Wolverhampton.

It is interesting to note that the oak that has been purchased to undertake repairs on this vehicle has cost considerably more than the original construction cost of the entire coach.

October 2004

The month has started productively, but not without the usual problems! Whilst testing wiring from the cubicle to the engine electrical equipment - Governor, engine stop solenoid etc, we discovered that the wiring was faulty. In consequence, the entire collection of cables has been removed for replacement - several wires having chaffed insulation, and the whole conduit being oil contaminated. This has, however, given the opportunity to remove the plug & socket arrangement used to connect the power unit electrics to the locomotive and fully clean it. This has now been painted and is ready for re-fitting.

With number 2 cab now moving towards completion, we have decided to start some work on number 1 cab. The cab doors are very difficult to open and close, so we have removed the wooden frame from the secondmans door to allow it to open freely. This will then become our main access to and from the loco - rather than number 2 cab as is currently the case.

Within number 2 cab, we have started to refit the washer bottle assembly on the secondmans side. This has needed new electrical conduit, as the cable route has been slightly modified by earlier underfloor repairs. This is illustrated in the latest photo section. Following the manufacture of the new electrical conduit, we were able to re-fit the secondmans heater frame, which forms part of the floor below the second mans desk. This has also allowed new floor boards to be cut and fitted.

The boiler roof section is waiting to be refitted to the locomotive, but it has now had the light fitting & fire detection system refitted. These are connected to the locomotive electrical system by way of a plug & socket allowing them to be quickly connected once the roof is refitted. Also new stainless steel locking chains and safety straps have been fitted. These are illustrated in the latest photo section.

A new wooden packing section has been manufactured and fully painted to allow the water shoot to be re-fitted. This is illustrated in the latest photo section. Work has continued on the electrical contactors in the control cubicle with both compressor contactors now overhauled with new springs and contact tips being used. The first exhaustor contactor is now being rebuilt, again with new springs and tips. One particular problem being experienced with the compressor and exhaustor contactors is that the main spring (latest photo section) is broken on every contactor we possess (including the spares). We have therefore now received 12 new springs from a manufacturer in Skegness. These were made to order, from spring stainless steel.

With the compressor and exhaustor contactors almost finished we have started to plan the removal of the motor contactors - the next section of the cubicle to be overhauled. These are amongst the most complex parts of the control system because of the large number of auxiliary contacts carried by each contactor. However, half of these were rendered obsolete when the locomotive was modified to use English Electric 551 traction motors, instead of the EE 526 motors it was built with. The 551 is slightly more powerful and was wired differently resulting in a large number of control cubicle differences.

The loco resistor frames illustrated in the Latest photo section have been proving difficult to re-wire, with the insulated connection bars showing earth faults between wires. It appears that sharp edges on the individual connection blocks have pushed through the insulation short circuiting the voltage. The bars have, therefore, been re-insulated with clear varnish.

With winter approaching, we have taken the opportunity to check the marker, tail and head lights to confirm their operation.

Work to de-grease and repaint the body side in the engine room continues slowly, with another panel being painted and undercoated.

November 2004

One of the fire system delivery pipes in the vicinity of the boiler water shoot, alongside the power unit has now been reassembled, and painted in fire red, and is awaiting re-fitting. The boiler water shoot is, itself, proving troublesome with it having been fitted and removed several times in order to rectify a problem with the packing pieces. The design has been modified, and the water shoot is being re-painted ready to be refitted (again)! The water shoot was finally fitted on 20 November. Wooden packing pieces will be fitted with the shoot in situ.

The fire detection unit from the boiler roof section was refitted, but the ceramic detector holder - essentially a light fitting, was found to be cracked, resulting in a new fitting being required. A new replacement has been fitted. The wiring to the detector has also been replaced along the whole of the flexible conduit that connects it to the main locomotive wiring system. The light fitting on the boiler roof section has been re-wired and tested. The paintwork on this roof section has now been touched up, and the section is ready for re-fitting.

The floor board for number 2 cab continue to be refitted, but with the long missing strengthening bars being replaced with newly manufactured items. A new board, immediately behind the second mans seat has been manufactured.

Work continues on completing the compressor/exhauster contactors, with all four now completed. The local engine start button, fuel system priming button, resistor frame and oil pressure switch, located on the bodyside beside the main generator have been removed to allow for cleaning of the bodyside and overhaul of the components. The oil pressure switch has been overhauled, and is ready for testing and calibration. The bodyside behind the resistor frame has had the worst of the contamination removed, and will soon be ready to be painted, and to match the area around it. The fuel priming button has been completely overhauled and is ready for re-fitting. This button is used, amongst other things, to run the fuel pumps to allow the fuel system to be bled of air following maintainance.

With the locomotives three oil pressure switches being tested ready for refitting, attention has turned to the pipe work that connects them to the locomotive oil system. These pipes have been removed, cleaned (inside and out) and have been painted ready for re-fitting. The copper pipe connecting the twin pressure switch assembly has been re-annealed as a precaution.

Whilst testing wiring from the cubicle to the engine electrical equipment - Governor, engine stop solenoid etc, we discovered that the wiring was faulty. In consequence, the entire collection of cables has been removed for replacement - several wires having chaffed insulation, and the whole conduit being oil contaminated. As previously reported, this gave the opportunity to remove the plug & socket arrangement used to connect the power unit electrics to the locomotive and fully clean it. Work is now underway to strip down the entire

conduit run, and clean the inside of oil and dirt. This first of the conduit run has been re-assembled on the locomotive .

Work on our coach workshop is progressing with the first of the wooden posts now ready for fitting. This work is being undertaken by two volunteers who do not normally work on 40118, and thanks must go to Nick and Paul for their time.

December 2004

December continued where November finished. Several jobs are being worked on at present. The engine local start button, fuel system priming button and lubricating oil pressure switch (OPS3) have now all been overhauled and, subject to correct testing, are ready to be refitted to the locomotive. This has to be done before the resistor frame is refitted adjacent to the control cubicle as the conduit etc run behind the resistor frames.

The two main oil pressure switches have now been tested and independently certificated and can be re-fitted to the locomotive.

Work on re-fitting the conduit to the engine governor continues. We have now started the process of cleaning the two generators of dirt and carbon - vital to ensure reliability when running. The carbon brushes have been removed from the auxiliary generator, and the loose paint has been removed from the outside of the generator. This allowed all the cover plates to be removed from the end and side of the auxiliary generator to allow access for cleaning the inside of the generator. Cleaning will involve flushing through the contact surfaces and electrical windings with a proprietary cleaning fluid (known as Genclean) which will remove dirt and contaminants. To allow work to continue on the bodywork we have fabricated a metal canopy which will allow half the engine to be covered, but give enough room for fabrication work to continue through the winter months. The engine room bodyside continues to have its old paint removed and repainting continues to make progress.

Work on the control cubicle is also being continued. Now only the motor start contactors and the reversers remain to be overhauled. The motor contactors are in the process of being removed ready for overhaul. The last of the floor boards for number 2 cab have now been fitted. They need a layer of vinyl to be fitted to complete, but this will be done in the future - to protect the vinyl as much as anything else.

Further Questions?

Contact Colin Frew, 16 SVT Society Secretary, info@40118-web.co.uk