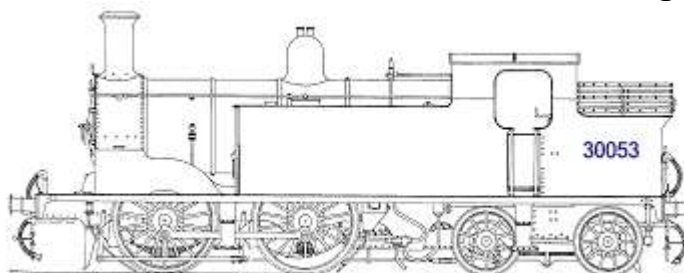


# TRAVELLERS' TALES

Sep 2020



## Chairman's Statement March to Sept 2020

The current COVID-19 crisis has made a complete mess of the March statement I had prepared for the next issue of Travellers' Tales. So I and our editor must start again.

The locomotive is now being worked on in a piece meal fashion while the entire Swanage Railway and Herston Works have thankfully reopened, albeit partially. The work that was being done until the closure can be read in Geoff Carter's Engineering report herein. I would like to add that Geoff is doing a grand job of managing our side of the project and at the end of the overhaul we shall be the proud possessors of a very comprehensive set of plans, spreadsheets, details and costings which should set us fair for the next overhaul.

Geoff and I recently visited Weybourne to meet with the North Norfolk Railway's new Chief Mechanical Engineer. A very cordial and constructive discussion ensued though we parted with a perplexing issue hanging in the air. It has since been resolved to the satisfaction of all, but could have been a disaster.

Sometime last year there was a meeting between Heritage Railway Association (HRA) and the Office of Rail & Road (ORR). At this meeting the issue of copper welding was brought up by British Engineering Services (BES) who perform the mandatory boiler inspections for the Swanage Railway every approximately 12 months – their approval is a condition of insurance. It was pointed out that the European Standard for *steel* specifies that the tensile strength of the welding rod material must be greater than that of the parent material; there is no European Standard which covers the welding of arsenical copper (known as C106) of which fireboxes are made. Unfortunately no manufacturer makes a C107 rod, nor are they ever likely to given the miniscule size of the market. The current schedule that has been used for very many years for copper welding is ASME IX – Boiler and Pressure Vessel Code produced by the American Society of Mechanical Engineers (2019 edition has 464 pages..)

It sounded as if an *impasse* had been reached, but a few weeks after Geoff and I returned we heard that it had been decided that use of the current schedule would continue until a new European Standard was produced. When was the last copper weld failure reported?

Recently we heard that one of our shareholders (now deceased) had included the Company in his dispersements (his will) – we look forward avidly to any increase in our funds to assist with the costs of this overhaul.

Further, let me thank those share-holders who contribute regularly to the maintenance of the loco' by standing order, those share-holders who have kindly increased their holding and those who have made generous donations for the benefit of the locomotive – their support and generosity is much appreciated,

*Robert Payne*

## **Secretary's Snippets**

You are probably already aware that we have the ability to forward copies of Travellers Tales, notices of Annual General Meetings, Minutes and Agenda etc. using email rather than by conventional printing and postage.

This method has the advantage of significant cost and time saving to the Board, and is probably more convenient to the majority of shareholders.

You will appreciate that in order for this system to work efficiently, we need to be in possession of up to date email addresses and other personal information, and have your consent for communications to be initiated electronically.

I would stress that if shareholders prefer to continue receiving printed material by post, we will happily continue to use the current method.

However, if you are willing to make a change to electronic means, please will you send an email to me, consenting to a change in procedure, and include the information requested below.

My email address is [cosec@drummondlocos.co.uk](mailto:cosec@drummondlocos.co.uk)

As we know that several of our shareholders have changed some significant personal details in recent years, a review of the contact information of all shareholders would be beneficial.

If you are content, will you please confirm your name, current address, post code, preferred email address and telephone numbers.

Receipt of this information from those shareholders who are choosing to remain with print and postage would also be useful to ensure that our records are as complete as possible.

I would like to assure you that the Company is fully aware of our requirements to properly protect and store your data. We do not sell or disclose personal information to third parties.

Thank you in advance for your co-operation.

*Andrew Hext*

## **Financial Matters**

Noting the above, please assist Andrew as we really have to keep abreast of shareholders details; a job he has been most diligent at, along with his administration of the spending of the DLL funds on not just the overhaul but the actual running of the company and all that entails with reporting VAT returns, matters to Companies House and updating our contracted financial services with Moore Stephens LLP.

Amongst some of the benefits this brings us is the essential need to ensure as a company we are legally compliant in law and ensure financial returns are timely such that this can offset our funds back through VAT refunds etc.

As regards recent events they have of course had a disastrous effect on the nation and of course the progress the rebuild has undergone so far. Just as work has recently restarted on the frames, and final works on the boiler have been discussed with the NNR, the prospect of another second lockdown is worrying as to when the rebuild will be completed.

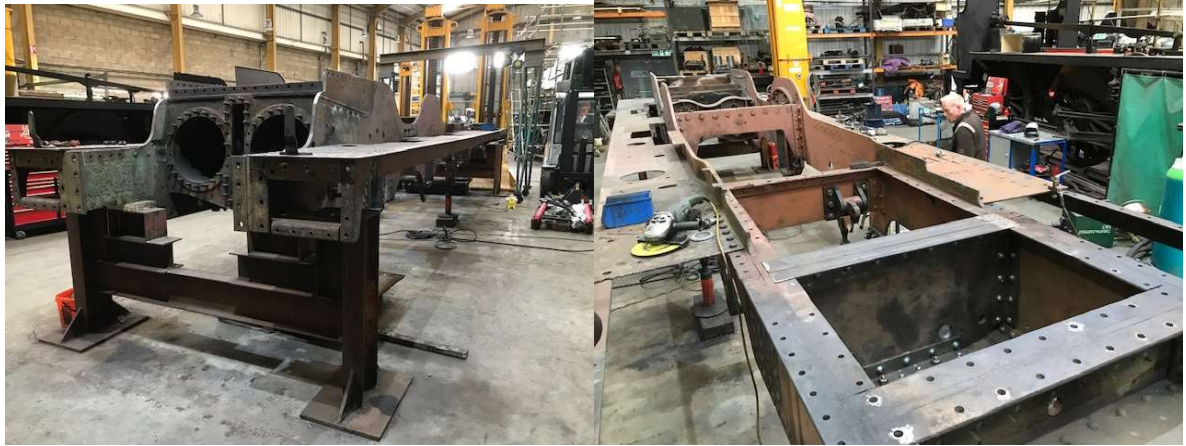
Much of our funds have been carefully managed in order that we can prioritise the most important work streams, so that they are carried out in good time and completed in sequence for the start of assembly once the frames are painted.

Meanwhile, the Board have been unable to meet in person until recently, but this has not prevented the work from being continued as and when the first lockdown eased. At the time of writing we are hoping a socially distanced Board meeting (followed by the AGM) can still take place, albeit with possible restrictions on numbers within the current six person ruling. Be assured that we will endeavour to ensure we remain Covid compliant, and we continue to strive to keep in step with our legal requirement to submit approved accounts and convene the AGM within the required timeframe, albeit under Covid exemption rules for the year 2019/20.

*In the absence of Finance Director, DLL (editor)*

## **Engineering & Overhaul**

**Chassis:** All of the mainframes are now stripped bare and the majority of the replacement of the life-expired sections – stretchers, sections of running board plating and angle supports, frame sections alongside the cylinder casting alongside are complete or almost complete. All replacement needs were due to severe corrosion of, or in, those areas where the locomotive design creates rust traps. Some of the work was not identified in the original forecast of what actually was, or was likely to be, needed and thus has presented us with additional unbudgeted costs. We have though now reached the point where final cleaning and degreasing of the frames, followed by painting, has commenced to allow re-fitting of the cab floor, which will then allow re-wheeling and re-assembly of the chassis to commence upon availability of the overhauled wheelsets.



*Left: Front of frames with cylinder block*

*Right: Rear of frames with new cab stretchers*

In parallel with the above, other work completed or in progress includes the overhaul of buffers, vacuum cylinder, reverser, brake rigging, piston rod diameters built back up to drawing specification by spiral welding, cylinder block casting repair by stitch welding, overhaul of valve gear linkage. Wheels and eccentrics are with the South Devon Railway for overhaul at their Buckfastleigh Works and we await their return in the near future. Cylinder re-boring is required and it is a contract job where a specialist company come in and undertake the necessary machining on-site. It was hoped that it would be completed by now but unfortunately they've been delayed by the consequences of the initial COVID-19 shutdown. SRC Engineering are awaiting new timing from them for the work.



*Left: Boiler barrel with smoke box end to the left. Right: New crown stays(sideways on boiler top is to right).*

**Boiler:** The boiler overhaul by North Norfolk Railway (NNR) Engineering has progressed well at Weybourne, with no nasty surprises regarding boiler condition or the repairs required other than one resulting from the initially unrecognised complexity of Mr Drummond's unique design of flexible crown staying. This design requires the installation of a forest of 120 crown stays in a very limited space between firebox crown and boiler shell, and is a job never undertaken before by NNR Engineering - and its complexity recognised - until they had parted the firebox from boiler and re-evaluated the actual overhaul work involved. The actual slowness of crown stay installation caused by the limited space the design gave them to work in has resulted in an additional unbudgeted labour hours cost to DLL of £6.6k.

**Other Major Components:** Our initial goal for this overhaul was to fully repair or renew everything required to ensure achievement of a full 10 year in-service life cycle with only on-going routine maintenance being required, i.e. nothing would wear out and need to be replaced beforehand. We recognised that realistically that would be a task that might well need to have a fund-raising push to achieve additional funding income, depending upon additional costs encountered during the overhaul.

Inevitably we have now reached the stage where it is apparent that we don't have sufficient funds to renew everything to achieve that 10 year life goal. At present our cost model shows that with the detailed cost estimates/quotations we now have, all contracts currently committed to are covered, but with only a smallish balance left. So we now have to decide what we must renew, and then 'make do and mend' the others. The position is as follows:



**Smokebox** – we must renew the barrel. It's badly corroded and won't last 10 years. In-service renewal will cause significant on-costs. Quote is £8.7k – comprises new barrel, retention of front plate and repaired smokebox door.

**Ash Pan** – we must renew. The old one is too corroded for further patching. Quote is £4.3k.

**Chimney** – is cracked vertically with severe thinning of rim circumference. Quote for new is £4.2k, repair by weld and material build-up is £3k, weld crack only £1k.

**Cab & Roof** – can be renovated to look as new (at a cost), or just refitted, blemishes and all. No estimate obtained yet.

**Bunker** – can be repaired. Cost will depend upon degree of repair decided upon. No estimate obtained yet.

**Side (water) tanks** – obviously have internal corrosion, life expectancy left is uncertain. Best to renew, no estimate obtained yet.

In summary, the project is proceeding quite satisfactorily but it would be very nice if more funds were available to us to enable full renewal rather than now having to look at interim 'patching-up'. If you want to buy a piece of the old locomotive as a memento, or sponsor a new part, then we'd be pleased to hear from you. Fancy a unique M7 chimney in your garden?

*Geoff Carter, Engineering Director*

## **Operation & Trackside**

Nothing alas to report trackside of course while 53 is now inside Herston Works undergoing the motion and chassis overhaul.

## **Latest news**

Andrew Hext's welcome return as our Company Secretary has allowed his work to continue with much progress on streamlining DLL business with the help of our appointed Accountants now under the name of Moore Stephens LLP of Salisbury. Before Andrew's unfortunate illness and under his guidance they were appointed to keep the company accounts managed on behalf of the DLL Board in the absence of an appointed Financial Director.

In the meantime we were very pleased that Mr Nick Lloyd has positively replied to a recent invitation from us to join our Board to return our number of Directors to five.

With Andrew as the Company Secretary we will at last be able to muster a full Board in future, and more importantly, Nick has age on his side. Like the locomotive, none of us are getting any younger!

For those that might not know him, Nick has been a long serving volunteer on the Swanage Railway as a passed Driver and Signaller and at one time became the Operations Manager on the paid staff before he moved to Network Rail to become a Signaller on the mainline. His understanding of both SR operations and volunteers will be most welcome as a part of the Board and we look forward to working with him in the future.

The other news as outlined in the Chairman's update, though of course touched with sadness, is the passing of a fellow shareholder in August of last year, who kindly left us a magnificent bequest which will significantly help with the ongoing overhaul.

At the time of writing the matters of probate and dissemination of the will have yet to be confirmed, and as such we have no firm idea of the exact funds we might expect. However, however it is anticipated that a significant figure sum will be forthcoming, which will significantly assist DLL to continue the overhaul and rebuild works now being undertaken with both the NNR and SR at this time.

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*Traveller's Tales* is the members' newsletter of Drummond Locomotives Limited.

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