

ISLE OF WIGHT STEAM RAILWAY

LOCOMOTIVE NEWS

HAVENSTREET

No.89

August 2017

W8 'Freshwater'

In regular service this season

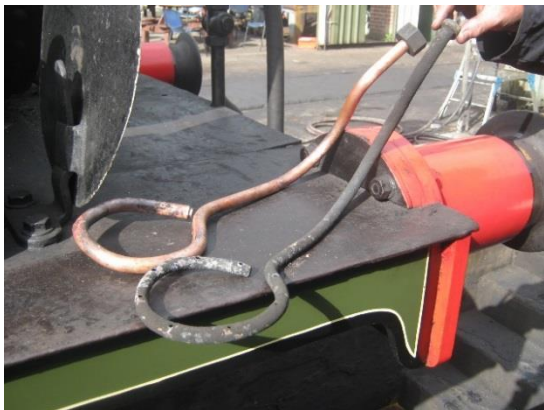
Westinghouse governor faults required early morning attention before one of our special events, a strip and clean fixed the worsening fault. Westinghouse equipment can sometimes come under the phrase "if it isn't broke don't fix it", often tampering making more work than initially expected.

Normally carrying a hooter, W8 briefly carried a bell whistle following steam grooving of the original valve seat; this resulted in continual sounding.

W11 'Newport'

In regular service this season.

Not to be outdone by number 8 during the 1940's weekend, the blower ring succumbed to old age and required an all new pipe to be manufactured before the day's service.



Work on improving the brake system has continued with a new seal being fitted to the main cylinder; when originally built the seal was made of leather but the present seal is made of Nitrile rubber. During the strip it was identified that the Junk ring that retains the seal needed replacing; this was waterjet by a contractor and finished machined in our own shops.

W11 paintwork is planned to receive attention in the early autumn.

W24 'Calbourne'

In late May an executive decision was made to concentrate the bulk of our labour on finishing 198; however not all work ceased.

When the weather allowed, the laborious job of hand scraping eccentrics continued in the pit, ensuring each part's perfect fit. Fitting of the straps has now been completed; the next stage will be fitting the rods and checking valve settings.

Work has continued on machining the regulator parts and hand fitting; now they will need fitting to the boiler and adjustment made to the rods and stops.



With the driving wheels removed it would have been foolish not to inspect the axle bearings; any play here could affect the life of the newly refurbished eccentrics. The findings were not good, one side showing signs of overheating, the other side with cracked and missing white metal. Both sides will also require new axle pads despite having been replaced in 2013; the 02 suffers from water overflowing the tanks as well as outside storage.

The findings on the driving wheelset will now require the leading set to be dropped and checked.

Other work still to be started is checking clearances on crosshead and slide bars as part of the ongoing V&P exams.

The boiler inspector's second visit is also outstanding awaiting reinstatement of boiler parts.

37 'Invincible'

Workshop planning indicated that W24 would be requiring the wheel drop; the opportunity was taken prior to this on a Saturday in May to remove the water tank.



Once returned to the works progress has been made on removing the cladding and lagging to allow cleaning and inspection of the outside of the barrel.

192 'Waggoner'

With Summer running maintenance taking priority work has not yet started in earnest.

Work so far has concentrated on preparing removed items for storage, in particular the space consuming cladding sheets.

It is shortly hoped to get the boiler into the works to allow for the initial survey on condition to be undertaken.

This project will provide a massive list of tasks, all needing to be completed before the locomotive can return to service.

198 'Royal Engineer'



Following two consecutive days steaming to ease the locomotive back in to traffic, Tuesday 4 July saw 198 hauling its first test train over the full line. Rectification work and steaming the following day

allowed 198 to enter revenue earning service on Thursday 6th, being withdrawn at lunchtime with a sagging grate; this was made up with an assortment of old bars from 198 and 192 "you win some and lose some" to save money.

With new fire bars fitted the locomotive returned to service to meet our train service commitments over our peak season. Now having completed its first washout period with few faults, it is almost like she had never been out of service.

During the quiet (if only they were) autumn months it is hoped to be able to do the finishing touches with a repaint.

41298 'Peter'

In regular service this season.

10th June unfortunately saw 41298 fail in section, the Westinghouse pump refusing to go, identified as a broken reversing rod, identical to last year's failure. Again with spares in stock the pump echoed out by the end of the day. With two failures of the same part a winter repair is now planned to investigate one of the noises pumps make giving a "tell-tale" sign.

During the August washout period 298 has received a complete new grate, the previous being fitted in BR use back in the 60's. Now with all three Ivatts in service our stock of grate parts is diminished and spares will cost thousands to replace.

41313 'Roy'

Now the restoration of 41313 has been completed the locomotive is undergoing running in at ESR. It is hoped to be returning to the Island late September / early October. Once here work to complete and test the Westinghouse system will be progressed. Currently ESR are using the vacuum brakes.

Next year will give crews the opportunity to compare two locomotives of the same class, remember the saying "no two engines are alike", even the cab is airier with lack of AWS.



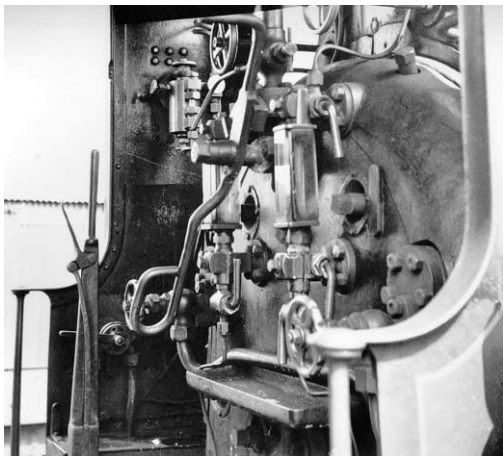
AJAX

Benefitting greatly from undercover storage, routine maintenance is almost non-existent, only requiring a walk by every month and occasional splash of oil.

Activity has been seen in the cab area recently with additions to allow public cab access to this almost static exhibit; when complete if you pay a visit look out for the flickering fire, aka Christmas lights.

Stroudley's E1

With summer maintenance now taking priority, this has resulted in slower than planned progress; this is not seen to affect the project timescale being tied in with grant aid clauses.



Behind the scenes, paper based investigations continue. Mr Mike King supplied this cab photo of W4 in 1949 giving very good detail; now we need to find a double ended regulator handle.

D2554 'Fred'

Work has continued on the air system, tracing air leaks; this has involved temporary blanking of sections to identify the eventual cause. The electrical side of the locomotive is still receiving attention when labour allows.



D235 'Mavis'

Routine maintenance has continued; one of the driver's defects that has required more work is the cleaning out of front sandboxes that suffer from water ingress, unfortunately this locomotive is stored outside all year round, not helping the situation.

D2059 'Edward'

During the summer months D2059 has received attention to the exterior paintwork, most striking being the wasp striped ends. Starting problems identified a new set of batteries were required for this 'push at the press of a button' locomotive.

Workshop

Most recently removed from storage is an Excel plough grinder (ex- Westland Aerospace) to further enhance our machining capabilities. Also seeing some attention are the small set of rolls used for bending thin sheet.



The less exciting job (but essential) of keeping the locomotive operating area, yards and workshop clean and tidy continue all year round. Time has even been found for some fresh paint on the walls to brighten up the working environment.

Other work planned over the next few months includes improvements to the Fairfield manufactured wagon B900103 now used for boiler repairs; this will include the large sheets of chequer plate currently outside the works providing safe working surfaces.

Andrew Summers, August 2017