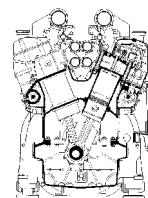


## **SOUTH DEVON DIESEL TRACTION**



[www.sddt.co.uk](http://www.sddt.co.uk)



## Welcome to Issue No. 26

A very warm welcome to Issue No. 26 of the South Devon Diesel Traction Group's Quarterly Newsletter. This is the first issue that I have compiled and produced for the group and I would like to thank Neil Cannon for his sterling work and most appreciated efforts in producing the previous issues, thank you. I think that everyone in the Group knows me, if not I'm Phil Seymour, a SDDT working Member since 2003 and I endeavour to carry on the excellent work that Neil has done with previous issues of the Group's Newsletter. I hope that you will enjoy this issue and future ones and that the Newsletter's cosmetic overhaul and new look/style is welcomed by all. If you have any news, information, photographs or suggestions for use in future issues please get in touch. Until the next issue in October, enjoy Issue No. 26....

I was looking through some photos trying to find something appropriate to open Issue No. 26 with and I think that the following fits the bill nicely and represents what we are all trying to achieve and enjoy within the SDDT. From scrap yard to showcase condition thanks to the very hard efforts and skills of teamwork and all involved:



33 002 "Sea King" ex works in 'Dutch' Livery outside the PLOG Shed at Buckfastleigh 10<sup>th</sup> June 2007

Phil Seymour

## What's Going On?

Working Parties are held at Buckfastleigh every Sunday from about 09:30 and the current main focus of attention is the ongoing mechanical restoration of 33 002 "Sea King". Please contact your Chairman, Peter Burrow for more details.

The next booked Diesel Running Days on the SDR are:

- Saturday 4<sup>th</sup> August 2007 – 20 110 working 5 Return Trips from Buckfastleigh to Totnes commencing at 10:00 hrs.
- Sunday 26<sup>th</sup> August 2007 – 20 110, D2246 and DMU working during the British Railway's 1950's and 60's Gala.
- Monday 27<sup>th</sup> August 2007 – 20 110, D2246 and DMU working during the British Railway's 1950's and 60's Gala.
- Saturday 1<sup>st</sup> September 2007 – 37 321 working 5 Return Trips from Buckfastleigh to Totnes commencing at 10:00 hrs.
- Saturday 15<sup>th</sup> September 2007 – 20 118 and 31 108 working during the Heritage Transport Gala.
- Sunday 16<sup>th</sup> September 2007 – 20 118 and 31 108 working during the Heritage Transport Gala.
- Saturday 6<sup>th</sup> October 2007 – 20 118 working 5 Return Trips from Buckfastleigh to Totnes commencing at 10:00hrs.

The roster and timetable for the summer evening 'River Rail' diesel hauled services can be found on the SDDT's Website [www.sddt.co.uk](http://www.sddt.co.uk) Both 20 110 and 20 118 are allocated weeks throughout the summer and please check the website for the latest information and loco roster. Please contact Jon King if you are able to cover any of these turns.



33 002's main fibreglass roof section is lifted off prior to the cleaned up liners being craned back in

Jon King



Jon and Robin torquing down 33 002's cylinder heads to 750lb/ft. The torque multiplier makes this a bit easier

Phil Seymour



20 118 and 20 110 working in multiple arrive at Totnes Littlehempston 10<sup>th</sup> June 2007

Phil Seymour



D7612 arrives at Buckfastleigh with the morning Freight 9<sup>th</sup> June 2007

Richard Bruford

## 20 110 (D8110)

The loco has been available for service as required during the SDR's 'closed' season. A minor brake fault required some attention earlier on in the year, which required the loco to be stopped from service for a few days.

20 110's first passenger outing of the year was on Saturday 9<sup>th</sup> June during the SDR's June 2007 Diesel Gala. 20 110 worked singly on its own diagram during the day time on the Saturday and was then multied up with 20 118 for the evenings "Beerex" runs which were worked in top 'n' tail mode with the visiting A1A Locomotives Ltd's Class 31, 31 108. The Class 20's remained in multiple for the whole of the Sunday Class 20 diagrams.

110's next booked passenger working is on Saturday 4<sup>th</sup> August 2007 when it is rostered to work five round trips during the SDR Running Day. The loco will then be used the following week on the evening "River Rail" services; 16:30 from Buckfastleigh and the 17:15 return from Totnes. Please check the website for further running dates during the summer and early autumn.

20 110 continues to perform very well and recent maintenance work has been limited to routine servicing as required.



20 110 and 20 118 in Multiple power away from Nursery Pool Bridge 9<sup>th</sup> June 2007

Phil Seymour



8110 stands in the yard during a 2005 Thomas Event Phil Seymour



20 110 and 20 118 at Totnes awaiting the next turn Richard Bruford

## 20 118 (D8118)

20 118 "Saltburn-by-the-Sea" was stabled and sheeted over at Buckfastleigh during the winter months. 118 was prepared and started up for the first time since the new year in the days leading up to the Diesel Gala. Prior to the start up, the loco's starting batteries were inspected / tested and showed a healthy voltage of around 100 Volts after being stood for a few months, and after barring over by hand a number of times the loco started first time. Hopefully the current set of original and replacement battery cells will last a bit longer yet before replacement. Prior to the gala the compressor governor was replaced as the existing unit had failed. The compressor governors fitted to Class 08's, Class 20's and Class 40's are of an older brass style and are more prone to failure. A further replacement of a more modern style from a Class 37 has since been sourced from our friends from HNRC at Barrow Hill.

118 performed very well during the Diesel Gala. The 20 worked its own diagram on the Saturday and then spent the rest of the weekend working in multiple with 20 110. 118's next booked passenger workings are on the "River Rail" services between the 22<sup>nd</sup> and 27<sup>th</sup> July. Please check the website for further running dates.

20 118 continues to perform very well and recent maintenance work has been limited to routine servicing as required.



20 118 and 20 110 await departure time at Buckfastleigh during the 2007 Diesel Gala 10<sup>th</sup> June 2007

Richard Bruford



20 118 on a ballast working at Hood Bridge in 2006

Ian Harris



20 118 and 20 227 at Totnes during the 2006 Gala

Phil Seymour

## D7612 (25 262 / 25 901)

Both cabs are looking a lot smarter now that the cab floors have been renewed. We have gone down the English Electric route (sorry Jon King!) of using plywood and lino due to the unavailability of replacement bakelite material as per original. Welding work was required to renew life expired floor supports and all of the under floor areas have been heavily cleaned and wax oiled to hopefully prevent further deterioration and the dreaded tin worm. The cab floors are finished in a practical brown lino and brass trim, and very smart they look too. The polish is in the No 2 Cab cupboard....

During the winter the triple pump was fitted with new "Crane Seals" to cure a leak. A reducing valve has also been returned to the cooling system to increase the water pressure and anti freeze has been added to the cooling system. After running in last year, the cylinder heads have been re torqued and the tappets reset, and thankfully all appears to be in order. The engine block has been cleaned up and repainted, and all of the various pipe runs etc picked out in the correct colours. The engine compartment is now looking very clean and smart indeed, many thanks to all involved! The exhaust has also been lagged in new material. The metal floor plates have been removed for a heavy clean and degrease. A leaking radiator element has been successfully blanked off and the plates resealed, while the area around the radiators and the triple pump has been cleaned up and repainted. The compressor room has also been repainted as required.

A DSD Fault in the Number 2 cab has also been repaired; this required the removal of a large portion of the cab floor and furniture. The fuel filter has been changed and regulating air / control air pressures checked to ensure that the loco is powering as expected.

D7612 performed very well during both days of the recent Diesel Gala working on goods, ballast and passenger workings. Last year's repaint in to the popular original BR Green Livery has been well received and after a heavy clean and polish the loco looked spotless at the Gala event.

The 25 has been hired by our friends at the South East Loco Group (SELG) and is currently based on the Spa Valley Railway. The 25 departed from Buckfastleigh by road on the back of a Heanor lorry on Tuesday 3<sup>rd</sup> July arriving at Tunbridge Wells on Wednesday 4<sup>th</sup> July. The 'Rat' will be used on the scenic line for various Gala's, driving experiences and specials including the "Rat" Real Ale Trains throughout the summer. D7612's next working will be the 3 day August Diesel Gala from Friday 3<sup>rd</sup> – Sunday 5<sup>th</sup> August 2007. Photos from this event will be posted on the SDDT Website. It will be interesting to see how the Type 2 copes with the 'Bank' on the Spa Valley in comparison to 20 118 last year. The loco is expected to be back in time for our "Gronk Aid 4" Gala in November.



D7612 powers up the Royal Mile approaching the Water Works crossing 9<sup>th</sup> June 2007

Ian Sells

### 33 002 “Sea King” (D6501)

The “Crompton’s” extensive bodywork restoration is now more or less completed with just the fitting of the dreaded quarter lights and a few other fiddly jobs left to finish. The quarter lights are proving to be trickier than the main cab windows due to the various different thicknesses of steel where the new cab metal work has been attached to the existing in places. This will prove to be a job for someone with a lot of patience, over to you then Neil?!

The overhauled cylinder heads were craned back into the loco earlier in the year and after connecting up the cooling pipework etc, a pressure test to prove the liner seals were correctly seated and coolant tight was on the cards. Unfortunately a seized water filler on the heat exchanger was the first problem experienced. After un seizing the water filler the gang were greeted with the unwelcome sight of a lot of oily water as a result of leaking heat exchanger tubes. The heat exchanger was disconnected and sent away to Abbeyheat in Eastleigh who stripped the heat exchanger down for investigation. The internal tubes had become ‘wave shaped’ which is most likely due to frost damage probably during storage at Smallstown. Incredibly after pressure testing the internal tubes, only a few leaked. Abbeyheat have repaired and re-certified the heat exchanger and this has now been refitted to the loco and plumbed back in as required.

The turbo charger has also been removed and sent away to Barrow Hill for assessment and overhaul as required. Although it spins freely, everything else on the 33 that has had coolant anywhere near it has needed repair so there is no point in wrecking a rather rare turbo charger! Work will start on the 33’s turbo charger once the people have finished some Class 37’s for Network Rail’s Class 37’s undergoing extensive overhaul and rebuilding at Barrow Hill.

The Sunday Gang and others have cleaned and repainted the area where the heat exchanger is fitted and the turbo charger area will be similarly treated. After refitting the heat exchanger and cooling system, a pressure test with the turbo connections blanked off was attempted on Sunday 22<sup>nd</sup> July. Unfortunately a leaking joint on the heat exchanger and a failed transition seal on a cylinder head stopped further progress and the head will have to be lifted to investigate and repair.

No 1 Cylinder Head was lifted off the engine block and a replacement transition seal fitted over the weekend of the 28<sup>th</sup>/29<sup>th</sup> July and all of the cooling system and pipe work reconnected. Several sheared off bolts on the heat exchanger have also been repaired and replaced. A water pressure test was carried out on Sunday 29<sup>th</sup> July and a healthy 30 p.s.i reached without any signs of leaks. Hopefully now that the engine block is water tight, we are all a step nearer to a start up. There is plenty more to be done before this can happen though, many hands make much lighter work of the tasks.



33 002's stripped down heat exchanger showing the frost damage distortion to the internal tubes June 2007

Hugh Docherty (Abbeyheat)



## 09 002 (D3666)

09 002 remains stored awaiting restoration at Buckfastleigh. The power unit has not been started for some time now due to a start contact fault. The "Gronk Aid" fund accumulated from the Diesel Driver Experiences and the SDR November Diesel Gala profits has raised approximately £10,000 to date towards the 09's bottom end overhaul. The required repair / restoration work was quoted in the region of £25,000 two years ago. With matched funding we would be approaching a point when work could commence. The Class 09 was on display at the SDR June 2007 Diesel Gala.

## Class 122 100 (W55000)

The Workshop staff have recently changed one of the Bubble car's two engines for an overhauled spare. The good news is that both engines were successfully started on Tuesday 17<sup>th</sup> July 2007. It is understood that a few minor problems need to be attended to on one of the engines. The main saloon still requires completing. Outstanding work includes a new floor covering and refitting of the seats and fixings. A lot more work is still required to complete the unit. It is still the intention that the Bubble car is completed in time to work the new SDR winter off peak timetable which starts in February 2008.

## Other Stock

The SDDT's stores vehicles remain stabled at Buckfastleigh, generally at the North End of the site. Some of the vehicles feature in the various SDR Gala Freight trains from time to time.

Mink W104700 – No change.

CCT W94556 – No change.

CCT M94852 – No change.

Shock Van – No change.

Mink 'B' W125814 (B753100) – No change.

## Devon Diesel Society Locomotives

D2246 – In service. The shunter has recently been fitted with overhauled main springs and worked at the Diesel Gala.

37 321 – In service. A faulty fan contactor has been replaced. Bodywork and further restoration is planned for the winter.

50 002 – Undergoing bodywork restoration, replating and repainting into unrefurbished D402 condition.

## Group Polo Shirts

Thought is being given to producing some SDDT Polo shirts for Group Members. Is there any interest for these items?

## 'Gronk Aid 4' Saturday 3<sup>rd</sup> November 2007

The in house 'Gronk Aid 4' Diesel Gala is being held on Saturday 3<sup>rd</sup> November 2007 to raise more funds for the restoration and return to service of 09 002 (D3666). Loco's expected to be in use at the gala are D2246, 20 110, 20 118, D7612, 31 108 and 37 321. Further details and a timetable will be posted on the SDDT Website when available.

## Obituary - Tim Gilpin

Tim Gilpin and Peter Burrow started the Group in 1990 to preserve an engine. 20 110 was purchased from BR in 1991 and moved to its new home on the South Devon Railway. Apart from Diesels, Tim was interested in Railway Signalling and subsequently became a Signaller working at various locations on the Western Region ending up at Exeter as a MOM. Our thoughts and best wishes go out to Tim's widow, young son and family.



Tim Gilpin enjoying a Class 20 Railtour to Skegness and with colleagues posing with 20 110 at Totnes Littlehempston in 1991



Pete Burrow



D7612's cab floors have been renewed using plywood covered with brown lino and finished off with brass trim Chris Rees / Phil Seymour



33 002's turbo has been craned out of the loco and dispatched for assessment / overhaul to a company near Barrow Hill Pete Burrow

## Tailights.....

I hope that you have enjoyed Issue No. 26 of the Group's Newsletter. If you have any news, photos or any other material that we can use for future issues please get in touch. My email address is [philip@seymour98.fsnet.co.uk](mailto:philip@seymour98.fsnet.co.uk)

Many thanks to everyone who has contribution news and photos for use in this Issue. And a special thank you to everyone who helps out in many different ways to keep the group and its locomotives and stock going from strength to strength.

The next issue of the Newsletter is due out at the end of October and will include photos and news of D7612's visit to the Spa Valley Railway and the ongoing restoration of 33 002 "Sea King".

Finishing off on a lighter note, cameras are a great way of catching people out or off guard and I thought it would be light hearted to include a "Caption Corner" in each issue. There were many photos that could have being included! No prizes I'm afraid, just for a bit of fun so over to you.....



D7612 departs from Buckfastleigh and heads off east on it's visit to the Spa Valley Railway 3<sup>rd</sup> July 2007  
Pete Burrow



D7612 descends Haldon Hill on the outskirts of Exeter approaching the M5 on its way to Kent 3<sup>rd</sup> July 2007  
Pete Burrow

