

ISLE OF WIGHT STEAM RAILWAY

LOCOMOTIVE NEWS

*Internal Newsletter of the Mechanical Engineering Dept.
(Isle of Wight Railway Co. Ltd.)*

HAVENSTREET

No.91

Mar/ Apr 2018

W8 'Freshwater' & W11 'Newport'

The "Ashford-type" Injectors project has steadily progressed with leads to follow up, with many dead ends. A success was achieved when patterns for the main body were identified at the Mid-Hants Railway being fitted to the much larger 31625. Patterns are presently at the foundry. Original drawings have been sourced and obtained for later machining.



The internal workings give more of a problem; information has been found on 8 and 10mm injectors but not our 9mm. "Reverse Engineering" and comparing features have now enabled the first cone to be machined from solid bar. Machining of the complex shape has involved elaborate setups in our own workshop.



Both locomotive boilers passed the two annual inspections steam test on 6th Mar. With W8 in steam the opportunity was taken to test the manufactured injectors parts.

Annual exam work has also continued over the winter months.

W24 'Calbourne'

Early January saw 24 with the all the driving wheelsets in place and being shunted to the works, allowing work to continue in the dry, albeit very cold at times. By mid-January work had commenced on slide bar and piston crosshead adjustment; unfortunately, a was crack found in the right crosshead cover. Luckily a spare was available in our limited selection of 02 parts.



The replacement part required overhauling, including white metalling and machining to suit. New side slipper blocks required manufacturing and shims fitting.

Final work involved the checking and adjusting of the valves following on from the eccentric work.

Testing started with the first test steaming on 6 March, then obtaining a boiler certificate on Monday 12. Final testing comprised a 20-mile ECS working on the Tuesday.



37 'Invincible'

Progress has been made on assessing the condition of the boiler, also continued stripping of parts for replacement and further inspection; this include removal of internal copper pipes and boiler studs.



192 'Waggoner'

Work has still to start on boiler inspection and repairs, but now there is "light at the end of the tunnel"; with completion of 24 and good progress on 298, this should allow work to start in earnest.

Minor work has continued with cleaning of removed items, painting of externally stored parts, and descaling the inside of the bunker for inspection.

198 'Royal Engineer'

In a win-win situation (see E1) 198 was shunted into Train Store following a washout; this has greatly reduced the upkeep required on this revenue earning locomotive.

A broken leading spring was identified during exam which required replacing during the winter months.

Boiler work has included refurbishment of the fireman's clack / steam valve assembly, new parts consisting of clack seat and valve, steam valve spindle and packing throughout.

Boiler Testing commenced with a steaming for safety valve setting, the following day obtaining her yearly "boiler ticket".



198 commenced the 2018 operating season on a cold and snowy day, Austerity layout being ideal for preventing frost damage.

41298 'Peter'

298 remains in the works for valves and piston exams; one item found to require replacement was a cracked little end bush on the right side.



Boiler exams have also progressed; items identified requiring extra work have been one superheater element, and scale build up on the top feed watershed tray (where the water enters the boiler).



The annual strip and inspection of the safety valves identified some hairline cracks on one valve. Fortunately, we had one spare in storage; now fully overhauled and fitted with new spring it has been installed alongside the 2nd serviceable valve.

41313 'Roy'

Work identified in the autumn has now been completed.



In the near future 313 will be commencing her working life on the IWSR for the first time.

Stroudley's E1

The E1 presently plays the role of a sizeable exhibit in Train Story; with TS closed to the public for a few months this exhibit could be removed without affecting the interpretation.



A small working group braved the winter months to undertake preventative maintenance and conservation work. The main areas tackled concentrated on the cylinder block and wheelsets.



Some items have had to be removed from the locomotive to allow corrosion to be treated. On 5 February the pistons were removed from the bores after many hours struggling to break the rust's hold on the crossheads.

Work has identified the originality of some parts, main frames stamped "Monk Bridge" and wheels manufactured at Canal Street Iron Works, Derby.



D2554 'Fred'

Benefiting from storage in Train Story, Fred's condition remains static, and maintenance work found at exams now is minimal, allowing other projects to be tackled.

D235 'Mavis'

Required for shunting, this locomotive remains serviceable all year round, Exam and routine maintenance work being completed by early March.

D2059 'Edward'

Throughout December this locomotive was in regular service on the 'North Pole Shuttle', then in January engineer's trains operated daily for two weeks at the start of the year, hauled by D2059.



Exam work and routine maintenance had been completed by the middle of February, ensuring the availability for the start of the operating season.

Workshop

Finally, as well as maintaining locomotives, there is also a range of other jobs progressing. Repairs to uneven surfaces in the machine shop involved digging out and re-concreting an area. Improved usage of our limited storage has involved woodworking to construct cabinets. Both of the Manitous have also had maintenance work undertaken over several weeks in preparation for the operating season.



Andrew Summers, March 2018