



## Dinmore News

### The Newsletter of Dinmore Manor Locomotive Limited No.2020/1 – March 2020

#### Highlights in this edition

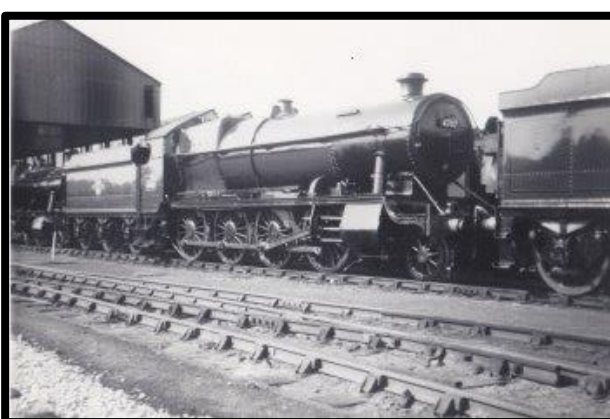
\* 7820 Winter maintenance. \* 3850 Progress. \* Tender T1761. \* Dinmore @ 70. \* Finances. \* 2874 Trust Update



**Tender T1761** - The tender has now largely been painted – there remains the final coats for the outside which is waiting for the warmer weather. The brake gear is still under refurbishment by our “off-site” team – as the tender has run with both our locos and done 20 years or so duty, this equipment is needing some extensive attention with re-bushing and pins and also some straightening of bent parts which all takes time. As always, our thanks to this dedicated team.

One of the recent tasks was the fitting of the axlebox underkeeps – a three- man job with a heavy metal pan filled with an oily pad and four bolts to juggle into position – the photo shows Keith doing the balancing act with Roger and David getting the bolts in place.

**Photos from the Past** – With thanks to Ralph Manwaring for these snaps from his collection – we have a similar shot of 3850 newly emerged from heavy overhaul – before too long we would like to see 2874 looking as good as 2866 and perhaps a Night Owl from Didcot looking like 4707.



We are always on the lookout for photos – especially of our own locos either in early days or preservation.

**7820 - The TV Star** – On Michael Portillo’s latest TV series, when he travelled on the Paignton to Kingswear line, Dinmore Manor had a very brief role. Michael alighted at Greenway Halt (on his way to Agatha Christie’s old house) and he had obviously been travelling behind Dinmore Manor – our tender can be seen pulling away! Unfortunately, no royalties accrue.

**Late News 1.** Dapol have announced the launch of an OO gauge model of Dinmore Manor – a limited edition that will only be available directly from them or from the GWSR shop – all trade profits from the edition will go to the GWSR and a donation of £5 per model will come to Dinmore Manor. The model is available in DCC Fitted, DCC Sound, DCC Ready formats. A big thank you to member David Holmes (who is also the Retail Manager of the GWSR) for organising this collaboration and potential addition to our funds.

## Dinmore Manor at 70 and the Company AGM



November 2020 sees the 70<sup>th</sup> anniversary of our flagship loco emerging from Swindon works. We would like to mark the occasion with as many shareholders as possible – we have the use of the locomotive and the whole line of the GWSR on Friday 30<sup>th</sup> October and we invite you to join the volunteers who work week in/week out on the engines for a social day behind “your” loco. Please make a note in your diary and let Martin Ginger know if you can join us – Birthday Cake will be provided, and we will arrange catering – bacon rolls for breakfast and a packed lunch + tea and coffee and licensed buffet. The photo shows a happy group posing during last year’s event.

We have arranged the Annual General Meeting for the afternoon of the following day and, as we expect 7820 will be rostered for a service train, this will be another chance for a ride. The minutes of our 2019 AGM are included with this Newsletter. We have arranged, for this year only, a range of our clothing with a special logo – see our on-line shop at [www.dinmoremanor.co.uk](http://www.dinmoremanor.co.uk) – Donations and Payments page. For those who don’t use the internet, please phone David Foster on 01643 706943 to arrange purchases. **Click on any item of clothing and the option of the “70” logo appears.**

**Share Appeal** – In our last Newsletter, our Chairman outlined the plans for bringing 3850 back into service as quickly as possible and the funds needed to do so. We would like to express our grateful thanks to all who responded to the share appeal and can confirm that over £14,000 was raised towards our total from 23 members. This was an excellent start and we would like to encourage anyone else who is able to help increase this total.

At the time, we indicated that there was an opportunity to provide the GWSR with a loco in Autumn 2020 to replace one that was due for heavy overhaul – in the event the loco (2807) was withdrawn on 2<sup>nd</sup> January and the GWSR has brought in a replacement – but we are aware that the replacement will require a significant amount of work sooner rather than later, so we stand by our plan to have 3850 available as quickly as possible. It’s important to realise that although progress is being made across our projects, the “one last push” appeal is just as much about providing physical support for the cleaning, fettling and overhaul of the components for 3850 as it is about finance.

One of our members has very generously made an interest free loan to the Company to help ensure our completion plans are met – as well as further share purchases we would be happy to make use of any further loan amounts, the more reserves we have on hand, the more confidence we can have in instructing our contractors – we are very well aware that with elderly steam locomotives there will always be the unexpected – indeed, we recently found that we will require two new pistons for 3850 as movement has been found between the spindles and heads. If you would consider making such a loan (or even better, a share purchase that does not need to be repaid!) please contact David Foster ([dh.foster@btinternet.com](mailto:dh.foster@btinternet.com) or 01643 706943) or Kenneth Sims ([simsfamily5@talktalk.net](mailto:simsfamily5@talktalk.net) or 01925 756858) to discuss.



**The 2874 Trust** – The shot blasting of the loco frames and wheelsets took place in November. Then came the spray painting with anti-corrosive primer while they were in the marquee – a busy week for our volunteers but the result is well worth it. We also managed to get some of the metal covered with undercoat. The wheelsets were then sent off to South Devon for work on the axle journals and the new tyres. This work commenced in January with old tyre removal (photo shows the first one about to be heated and removed). This tranche of work is not part of the HLF project as there is little scope for us to link the education aspect with the majority of the work being done by contractors. We applied for funding to help with the wheelset work and axlebox overhaul to a number of charitable bodies who have supported similar projects in the past – we are delighted to record that we received assistance from The Rowlands Trust, The Swire Charitable Trust, The Veronica Awdry Charitable Trust, The Pilgrim Trust and The Garfield Weston Foundation with a total of £18,000 donated.

Progress still continues with our HLF funded projects and we are planning another Heritage Skills Day in August (8<sup>th</sup>/9<sup>th</sup>) so if you would like to see behind the scenes make a date in your diary. We will also have a display stand at the GWSR Steam Gala on 23/25<sup>th</sup> May – come along and see us there when we plan to have the frames on display in the carpark – so get up close!

Some members already support us through using the “Give as You Live” system when making internet purchases - by going through their portal, the retailer makes a donation to the Trust - you, the customer pay exactly the same - we have raised over £200 through the system - [www.giveasyoulive.com](http://www.giveasyoulive.com) and register as supporting The 2874 Trust.

**Admin Bits** – We hope you all appreciate the Newsletters and we know that many of you prefer to have the hard copy – but it does cost us a great deal to have them printed and posted out. We already have over a hundred members happy to receive the electronic version – which costs us nothing to send as it is all done from Director’s home systems – would you consider joining them if you have access to an e-mail account? If so, please send your e-mail details to: [dml17820@btinternet.com](mailto:dml17820@btinternet.com) and we can add you to the e-list (and spend the money saved on the locos!).

We learned of the death in December of long-term supporter, Brian Vaux. Brian was one of the earliest members and for many years a regular working volunteer as well as for some time being one of the Directors helping to run the company - he will be sadly missed but always remembered for his unstinting assistance and support.

Another of our keen supporters, Mike Chapman, died recently after a prolonged period of worsening health. Mike gained a great deal of pleasure from his involvement with the Company and was especially thrilled when we were able to arrange a footplate trip for him a while ago. Mike arranged that a generous legacy be left to go towards ensuring a successful future for the locos – Thank You, Mike. This is the third legacy we have received and a very useful addition to our funds – a legacy really is “the gift that lives on”. A sad fact is that many of our original members are no longer with us but their shares in the Company remain “in limbo” as we have had no instructions to transfer them. For probate purposes, the shares are valued at “nil” as there is no recognised market (ours is a private limited company), we don’t pay dividends (all funds being ploughed back into the locos) and the shares are available to purchase from the Company so there is no scarcity value. Executors can make transfers by completion of a simple form at no cost, but they would have to know the wishes of the shareholder – so it would help everyone if instructions are left.

Hopefully, everyone who purchases shares through Standing Orders will have received their Share Certificate for those bought in the year to 28<sup>th</sup> February 2020 – if you have not received what you expected, please give me a call on 01643 706943 and I will sort out any issues. We would like to offer our thanks to all who buy shares in this way – it is a fantastic help to be able to rely on this regular income – annual amounts of around £9000 ensure we are not totally reliant on hire earnings.

**3850 Progress** – We are pacing the progress of work on the boiler at E Riley & Son to match the funds we have available and to ensure we don’t have a boiler completed before the frames are fully prepared – but the re-staying is now complete. The next task for them will be the fitting of the front barrel section which is being prepared by Tyseley Locomotive Works.



Our new cylinders are at Toddington and work is underway to fix the new frame extensions prior to reassembling the front of the loco, but we will have to turn the whole assembly the right way up first! We are carrying out this work in this position as it is far easier to fit the racking plate and the frame extensions working downwards rather than upwards – the racking plate is a very heavy piece of steel that bolts across the cylinders and fits very snugly between the two frame extensions – it would be very difficult to fit this from beneath. Once the fitting is complete, we will need to hire a crane to turn the assembly over ready for sliding in to place. Cylinder liners have been machined and will be ready for fitting following some hand finishing – a contractor has been booked to come and carry out this work which involves

freezing with liquid nitrogen.

Meanwhile, the painting goes on with all parts now prepared and with at least two coats applied. The inside of the frames are up to the final coat stage but we won’t apply this until all parts have been re-fitted. The photo shows the front saddle in gloss and the cab can be seen in its first undercoat.

A number of the “loose” parts have been taken off-site for painting “at home’ as the temperature in the shed is not always ideal.



## 7820 Winter Maintenance –

After six seasons work, 40,400 miles and 668 days in steam in this boiler ticket, Dinmore Manor needs a bit of TLC!



Just before Christmas we had a report from a driver that he had heard a “knocking” from the loco as he pulled away – an immediate inspection found no cause for concern but while doing the checks as part of the winter work we found that the tie bar between the rear axleboxes had a lot of play -the likely cause of the knocking. This has been removed and the shows the retaining pins very badly worn – these can’t be bought off-the-shelf so new ones had to be machined – a combined effort from Mike, Davindra and Tony resulted in 2 new pins - a complex shape with tapers, lapped into the tie-bar and new bushes fitted to the carrying brackets on the axleboxes.



The winter programme includes removing all rods to check journal dimensions and attention to any worn bearings – we found we did need one new and Mike spent some time machining a block of bronze before passing it (and other bearings) to Tyseley for white metalling. The crossheads have also gone to Tyseley for attention – thanks to Director Sam Perry for providing the transport (he also may do the job as he has recently started to work for them).



Mark lining up the big end bearing ready to be pressed back into the rod



7820 with all rods removed



Cross head removed - later work included detailed measurement of the dimensions along the slide bars - these will be passed to Tyseley to ensure the cross heads are machined appropriately - there will be a need for some shims to line everything up perfectly.

While the cross heads are split from the spindles, we took the opportunity to have these subjected to Non-Destructive Testing to ensure there are no hidden flaws - hopefully we will be able to avoid any problems similar to those experienced by Bradley Manor when they had a catastrophic failure of the spindle. We are pleased to report that no flaws were found. While the components from 3850 checked – again, a clean bill of health on all of these.

**Late News 2.** With a great turn-out of volunteers (despite the storms), 7820 was reassembled in early March and a steam test is booked prior to going into service on Saturday 7<sup>th</sup> March.

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