



From the Chairman

The locomotive seems to be settling down to the task now that the running season is upon us. There have been one or two issues that have required resolution (see later) but in the main the locomotive has acquitted itself well.

When put into service the M7 usually does about 6 to 8 days before being withdrawn for a boiler wash-out. This does not compare favourably with the up to 21 days of the other locomotives at Swanage all of which are fitted with blow-down valves. This has been addressed and arrangements have been made to obtain a suitable valve, when available, from the Bluebell Railway who have had a suitable pattern made which is currently at the foundry. The pattern was made based on the dimensions of the valve fitted to the 'Q' Class 0-6-0 – the maximum dimension between the front of the firebox and the eccentric straps in their rear-most position governs the entire depth of the valve. It may happen that this is not fitted with the associated operating gear until later in the year due to running commitments but I hope that length of time in service next year will be considerably longer. Incidentally, 30053 was fitted with a blow-down valve when in BR service and there are photographs to prove it!

The painting has not happened this year, nor is it likely to. Whilst negotiations were underway for the charter in June this year (they started in December 2007!) one of the conditions was that the current, rather well-worn, livery not be changed. It just so happened that the Goods Shed was not available when it was planned for '53 to use it thus it was easy to comply with the charter requirements. After the charter one of the principals opined that were the M7 in any livery other than BR black then it would not be an attractive proposition to the charter market and was unlikely to figure in their schedules. In addition, the group that chartered the loco in June would like to repeat their visit in November provided that the locomotive's livery was unchanged from its present state. As the June visit resulted in a handsome donation, the Board thought it prudent to accede to their request with the result that it will not now be painted until early next year.

Financial Matters

Secretary's Snippets

What does a company secretary do? Well, he/she does not necessarily take dictation and type correspondence.

The company secretary is appointed by the Board of Directors and is directly responsible to the board as a whole. Until this year it was a requirement of the Companies Acts that every company have a secretary who automatically became, with the directors, an officer of the company and so liable to the obligations and penalties of an officer of the company.

In practice, the most important part of the job is to be an interface between the company and officialdom - mainly to keep the seven statutory registers of the company up to date and to send information on changes to those registers to Companies House within the required timescales. The secretary also acts as a 'guardian' of the company seal and its memorandum and articles of association and drafts the agenda and accompanying documentation for board meetings. In addition, the secretary of a small company is usually responsible for overseeing internal administrative functions such as ensuring that an Annual Meeting is held in each year and that accurate information is sent to HM Revenue & Customs as required, e.g. quarterly VAT returns and an annual corporation tax return.

In sum, the past ten years have shown me that the preceding years of paid employment were nothing but a lengthy training period to become the company secretary of Drummond Locomotives Limited.

Insurance

Nothing to report.

Locomotive Report

Since the bogie wheels have been re-tyred the machining marks made when profiling the tyres has resulted in a noise not unlike an electric traction motor when running up and down. Obviously the noise is reducing as the tyre surface is smoothed and hardened by operation.

The reverser caused all kinds of problems after the Railway had shut down for the winter. Although it worked perfectly on January 1st and 2nd this year, when it came out in February for the 'Family Fun Week' (now that the small blue thing is no more) after routine maintenance, it was extremely unreliable. After much of Frank's time had been spent on it the conclusion was that there were two issues. The first was that there was insufficient clearance in the new bushes that had been made for the weighshaft making that stiffer than before the overhaul and the second; that the amount of effort provided by the reverser was insufficient to overcome the increased stiffness. The reverser was dismantled more than once during the search for the culprit while various solutions were tried. At the moment it is working well, albeit rather quickly, with soft packing in the steam cylinder in place of piston rings and lubricating oil in the lock cylinder. New piston rings have been received and will be fitted when time allows or if the soft packings

fail which will also be the cue to replace the lubricating oil in the lock cylinder with steam oil.

Many years ago someone broke the original Drummond hydrostatic lubricator through using a spanner on the filler plug which needs only to be hand tight. This was replaced by a 'Eureka' type from an Austerity which was available at short notice. The latter has performed well but the manner of the steam supply to the lubricator, from the top of the driver's side gauge glass fitting, has always caused a difference between the indicated water levels in the two gauge glasses – the driver's side has always shown a higher level. This has been addressed by Mr. Froud who fitted a T into the outlet side of the reverser steam shut-off valve and which now supplies steam to both reverser and lubricator when open. The original Drummond lubricator has since been dismantled and repaired and is in store in the van. It was not replaced as the Eureka type also has a sight glass in which the rate of 'blobs per minute' can be viewed to ensure adequate cylinder lubrication which the Drummond version lacks.

The brake cylinder gave notice that all was not well recently by allowing the chamber side vacuum to drop. This is definitely not a good thing as without vacuum in the chamber the piston within has no reference and consequently the loco has no brakes. The system works by allowing atmospheric pressure (15psi or 1 bar) to force the piston up in the cylinder and the brakes on when there is 21 inches of mercury (21" Hg) in the chamber above the piston. This problem turned out to have multiple contributing causes and was cured by removing the brake cross shaft from its trunnions and cleaning up the journals, easing the bushes, improving the flow of lubricant to the bushes and replacing the rubber rolling ring which seals the gap between piston and brake cylinder wall with one that was about 10 thou' larger in diameter. That was not a job that any one of us would care to repeat.

There has been no progress on the painting due to the combination of factors referred to earlier. Once next year's schedule for access to the Goods Shed is known then some planning can start with a view to having the locomotive ready for final preparation and painting when the slot becomes available.

The piston packings were referred to in the last Travellers' Tales as being inadequate; these have since been replaced with new ones that were made to finer tolerances and are working properly. The slight blow from the front end is coming from one of the valve spindles whose packing arrangements will be reviewed when the loco is withdrawn for the winter shutdown.

Operation

Month	Days	Miles
January	2	81

February	(3)	40	Test Runs
March	9	543	
April	12	726	
May	5	362	
June	8	530	
Total	39	2282	

Charter

The locomotive was hired for a photographers' charter on 12th June which was organized in two sessions; one before the first service train left Swanage and one after the last. After preparation from 3.00am onwards it left Swanage smokebox first at 5.45am L.E. (light engine) for Corfe Castle. There it collected two coaches from the siding which had been split off the set during the previous day and a portable radio with instructions to propel the train up past Afflington Bridge (the A351) and await instructions. These came as breaks in the cloud allowed the area to be bathed in sunlight. Then away down to the Corfe Up Home signal, stop and then propel the two coaches back up to Afflington to await the next sunbath. This was repeated about five or six times as the weather permitted, though it was obvious that the weather was gradually improving as the time crept towards the moment when the charter would have to give way to the service train. After the two coaches were put away about 25 minutes or so was spent in Corfe Castle Down platform (to allow the Corfe signaller to accept the train from Swanage) whilst the photographers took many and various static shots, with occasional moves to adjust the background. It is hoped that one or more of the photographers will allow us add some of their work to the Gallery on our web-site – they were certainly asked!

Once the service train had arrived with the staff, the Down Starter came off and 30053 was away again L.E. for Swanage – with due regard to the gradient down from Harman's Cross and only an M7's brakes for retardation ...

The session in the evening was complicated by another charter which was to collect a large party from Norden who were going to Swanage for a function and then return them afterwards. The party's tardiness combined with poor weather did not result in much usable photography.

AOB

Thanks to:

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