



## From the Chairman

I would like to take this opportunity to wish all members a happy and healthy new year. Given the current state of world finances I will avoid the use of the word 'prosperous' as those who are, seem intent on staying so to the detriment of those who are not.

At the Annual General Meeting in November last year Bill File retired from the position of Finance Director which he had held since the Limited Company was formed. Bill had been associated with '53 from almost the beginning of the Society and was involved in machining numerous items during the original restoration from 1987 to 1991. In 1993 the locomotive went to the Bluebell Railway to allow the driving axle to be removed on their wheel-drop as it had been found impossible to weigh the locomotive correctly (that is, adjust the springs so that its weight is correctly distributed) and the axle boxes were found to be the culprit. Bill's expertise came to the fore when two new axle-box castings had to be machined. It is an indication of the quality of that job that '53 went straight from the Bluebell Railway to running on the Main Line from Yeovil Junction up to Maiden Newton without even running warm. Many thanks, Bill.

In October the M7 was resting in Number 2 Siding at Swanage when it was struck forcibly by the service train that was being berthed at the end of the day. Sad to relate that Car 14, the Pullman Observation Car, came off much worse. (see Operation)

Despite the assertion in the previous issue of Travellers' Tales that the locomotive would be painted by now – it is still in its original care-worn lined black. There is a good reason for this however; the groups of photographers who charter trains on preserved railways are quite specific about the condition of the locomotive and its livery. In our case it was requested that we not clean '53, which we would normally do when getting the locomotive prepared for daily service.

After the last charter, in November 2008, the organisers asked when the locomotive was to be re-painted. After the logistics of this job were explained to them, their response was to decide whether another charter could be organised before the Swanage Railway started daily running to give them another opportunity to obtain photographs of a Swanage branch-line M7 in lined black, which is how they remember it.

The current status of the finances is such that there are only three days pre-payment outstanding plus the arrangement fee of £1500.00. When these two items are cleared then the entire amount of the steaming fee will be credited to DLL's account.

I am sure that there will be regular financial reports when Keith has become familiar with the accounts and contracts. For this issue he has supplied an introduction.

## **Financial Matters**

Good day! I thought a few words of introduction might help? As the newly appointed Finance Director perhaps you felt that you should know more about my pedigree? – especially when 'bankers' are not exactly the flavour of the month and currently rank only slightly lower than Politicians and Paedophiles in the great scheme of things. Yes, I am an ex-banker. Born in 1945, I joined Barclays domestic UK bank in 1963 when their education qualifications for entry were slightly higher than Woolworth's. After serving at the last non-computerised branch in the West End of London, I thought of nothing more than the day my salary would be raised to above £1000.00 per annum – not appreciating that in revenge I would be transferred to one of the largest branches in the West End and that the custom on reaching such a dizzying salary would be the obligation to buy sticky cakes for all the staff (more than 70....).

Having survived branch banking for four years I was transferred to the Organisation and Methods Department – where the main characteristic was the actual ability to ask "why" even of senior management and recommend subtle changes to them. By the way, the definition of 'senior' managers was 'those that had their daily Times ironed flat by the messenger staff' (largely ex-Service personnel whose colourful language was an education in itself) before screwing it up (take a moment to define what you think I mean).

In any event, my downfall was the day when I was very rude to one of those senior managers and then getting the pronunciation even better when asked to repeat the anatomically impossible suggestion. Shortly afterwards it was suggested that a secondment to the Kingdom of Swaziland would serve them, and me, right. Thus started an idyllic life where I was really a 'country' member of both the domestic and the international bank and could – and did – play off the two respective and ideologically completely different organizations to my advantage.

After a long and illustrious (?) career, I was offered early retirement from the bank that I had helped to set up in South Africa, at which point I was recruited to work as a consultant at Barclays in Paris for two years and then New York. It is worth taking a moment to consider the possible definitions of 'consultant', which run from 'a guy that doesn't have the guts to wreck his own business' to 'one who borrows your watch and then offers, at a price, to tell you the time'. Even worse is an 'expert', where 'ex' is a has-been and 'spert' is a drip under pressure. Only time will tell how you might want to think of me!

In any event, following the return to *normality*, my wife pointedly told me that ‘love is not having lunch together every day’, and that I should get out from under her feet and do something useful. So I went to the Swanage Railway with hopes of beating pieces of inanimate metal into shapes that they didn’t really want to be in the Carriage Shed at Swanage at weekends. This I really enjoyed until a passing member of the Board told me that as an ex-banker I should do a proper job and be ‘strategic’. So started the association that ended when I stepped down as a Swanage Railway Company Director in late 2008. Shortly thereafter your Board asked if I would join them to take over from the retiring Finance Director and generally assist them in their deliberations (based on the experiences hinted at above). I am looking forward to the challenge and you will be hearing more from me as time goes on. I should also point out that I know nothing about trains – steam or otherwise, but am willing to learn. Happy New Year.

Keith Gooding.

### **Secretary’s Snippets**

It seems incredible to me that as I write this the eleventh anniversary of Drummond Locomotives Limited’s incorporation is only a week or so ahead, which is a salutary reminder that all who were involved at that time are eleven years older!

The Company has no record of its members’ ages, and has neither need nor right to enquire, but it is worth wondering who will be waving the administration flag in 2020 and whether the present management’s actions have been sufficient to ensure that the Company’s prime objective will still be achievable – ‘the long-term conservation in working order of an heritage steam locomotive, and the hire of that locomotive to preserved steam railways and similar organizations’.

I look forward to working with Keith Gooding on the Company’s affairs in the future and offer sincere thanks to Bill File for his friendship and co-operation over the past years. Bill retirement at the Annual Meeting in November last was marked by a small presentation – to the applause of all present.

Brian Elliott

### **Insurance**

The premium for our two policies, Employer’s Liability and Public Liability, has been paid and peace-of-mind in that arena secured.

### **Locomotive Report** (as of 17<sup>th</sup> January 2009)

1. Days in steam during 2008 totalled 90 (which is the guaranteed minimum specified by the Ruuning Agreement) with a total mileage of 6430 miles.
2. Blowdown valve fitted and working well – the water change period is yet to be determined

3. Painting has been deferred until after the photographic charter on 23<sup>rd</sup> February on request of the group
4. The new piston rings for the reverser steam cylinder have been fitted and are working well
5. Contrary to the report in the July 2008 issue of Travellers' Tales, the valve rod packings are working well, needing only occasional examination and re-packing. *(Sorry, that was my error. It is quite difficult to see where a steam blow comes from at the front end, when one is driving the locomotive. Ed)* Piston rod packings work well when adjusted but are easily damaged by lack of lubrication and priming. These may be modified when the pistons are next removed.
6. Winter maintenance:
  - a. Examination and any necessary repairs to the blower, reverser, steam heating and drivers-side injector steam valve.
  - b. Fitting of a replacement ejector shut-off valve, with gland, to ejector – to stop leakage past the valve spindle when open – this is a double-seated valve.
  - c. Examination of Drivers-side main steam pipe top joint in smokebox after evidence of a slight leak.
  - d. Examination of knock from somewhere around Drivers-side little-end when coasting
  - e. Removal of cylinder and steam chest (i.e. valve) covers to examine piston rings and determine valve wear
  - f. Repairs to buffers and beams.

Frank Mead

## Operation

The visible damage after the collision appeared limited to the buffers and buffer beams. Fortunately the buffer beams had been re-inforced during the overhaul by triangular braces behind the buffers that transmit the shock forces to the frames. We are waiting for the report of an independent survey into all damage sustained before negotiations with the Swanage Railway get underway.

The locomotive was subsequently inspected both by Frank Mead, our Engineer, and the Swanage Railway's examining fitter, Ollie Furnell, and found fit for service. The buffers do not have coil springs within the shank but rubber pads and metal plates that absorb the shocks. New pads were ordered and have now been delivered, the delay being due to the need for a new mould to be machined in which to cast the rubber.

The installation of the blow-down valve has been quite a revelation. The ability to rid the boiler water of a large proportion of its dissolved solids has reduced the propensity to prime almost to nil. Although none of the M7s were built with blow-down valves (too early) there are photographs of '53 being blown down at Three Bridges shed in the very

early 1960s so attempts must have been made by BR to lengthen the M7s washout period and to avoid priming.

The organizing committee of the Eastleigh centenary celebrations has requested the presence of 30053 for the week-end of May 23<sup>rd</sup> – 25<sup>th</sup> 2009. The formal application will be considered by the Board at their next meeting and the costs and conditions established. If approved by DLL the organisers have asked that '53 be in steam and providing brake van rides using a Bogie Brake (a Queen Mary also from Swanage), sharing those duties with the NRM-owned Beattie Well Tank and perhaps even the resident 07 Class shunter.

More details can be obtained from <http://www.eastleigh100.com>

### **Latest Situation** (as of 5<sup>th</sup> February 2009)

The locomotive is in the Shed at Swanage; mainly because it is out of the way there whilst the engineering work to the main line at Woodyhyde and the construction of a long pit in the Goods Shed Road is underway but also because it probably needs the least amount of work over the winter.

'53 is due to enter the Goods Shed for painting some time during April 2009. We do not know exactly when because that depends on when the current occupants are removed which also depends on the completion of the new pit! However, it is likely that preparatory work will start in March, cleaning and rubbing down, etc. Details of this *really will* be posted on our web site (see below) as soon as they are known.

### **AOB**

The Company's web-site is now active and open and can be accessed at <http://drummondlocomotives.co.uk> Examples of the photographs taken during the two charters can be seen in the Gallery.

### **Thanks to:**

The photographers who have offered examples of their efforts for the benefit of the Company and the Locomotive.

James Cox for his interest, support and his labour

Graham Froud for his enthusiasm and his care for our 105 year-old 'baby'.

Ollie Furnell for his skill and patience.

Andrew Moore for his understanding and support

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