



SOUTH DEVON DIESEL TRACTION

www.sddt.co.uk



Welcome to Issue No. 27

A very warm welcome to 2008 and to Issue No. 27 of the SDDT's Quarterly Newsletter. I'd like to take this opportunity to wish all of our members, supporters, friends and web surfers a very Happy New Year. Hopefully 2008 will be another very successful and enjoyable year for the group and it's loco's. Already we can look forward to the return to traffic of 33 002 "Sea King" and the "Bubble Car" after their extensive restorations, the visit of 20 110 and D7612 to the K&WVR Diesel Gala in June and another busy running season on our home line.

Thank you to everyone who has passed on favourable comments about the new look SDDT Newsletter. Please do keep sending in news, photos and articles for inclusion in future issues.

Enjoy Issue No. 27.....



In multiple, 20 118 and 20 110 pass Bishops Bridge Signal Box with the first gala passenger working 3rd November 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 continues to be the ongoing restoration of 33 002 "Sea King" and the winter maintenance of 20 110, 20 118 and D7612. Please contact your Chairman, Peter Burrow for more details and for other working party dates that happen during the week and on most Saturdays.

The loco rosters for the Diesel Running Days have not yet being finalised, once they have further details will be posted on the groups website. The SDR and K&WVR Diesel Gala dates are:

SDR 2008 Diesel Gala is being held on Saturday 26th and Sunday 27th April 2008.

K&WVR 2008 Diesel Gala is being held between Friday 6th and Sunday 8th June 2008.

The roster and timetables for the Diesel Running Days / Galas will be posted on the SDDT Website www.sddt.co.uk when they are available. Please contact the Roster Clerk, Jon King if you are able to cover any of these turns and also any of the numerous ECS and shunt turns etc.

Looking further ahead into the running season, if anyone is able to cover any of the River Rail services etc, can they please contact Jon King. It is possible that the Bubble car may be used for some of these services this year.



D7612 in the loop at Groombridge during the Spa Valley Railway's Diesel Gala 3rd August 2007.

Phil Seymour



D7612 stands at Birchden limit board, the Spa Valley Railway's current southern limit 3rd August 2007.

Phil Seymour



33 002 "Sea King" shunted outside at Buckfastleigh to allow 37 321 to be stabled next to the Tool Van 4th November 2007.

Neil Cannon



33 002's overhauled and refurbished electrical cubicle after many hours of attention. All missing parts have been sourced.

Pete Burrow

20 110 (D8110)

20 110's cab has been suffering from the effects of the dreaded tin worm for a while now and the availability of "Dave the Welder" resulted in the loco being stopped from traffic in October for corrosion repairs. The cab was stripped out internally as required and Dave has replaced sections at the bottom of the encapsulated token tablet catchers, along the cab front between the buffer beam and maker discs, roof gutters and cab side window surrounds.

A temporary repair to the No 2 end driver's side window has been replaced with a spare window and made watertight once again. Whilst the cab was stripped out, the wooden floor sections were also removed and the floor plate cleaned and treated with Waxoil. Waxoil has also been sprayed and painted onto all other accessible areas around the cab. The refitting of the various wooden panels and trim turned into a bit of a jigsaw puzzle and caused some members a bit of an headache!

The cabsides were repainted in BR blue in time for the "Gronk Aid 4" Diesel Gala but the loco ran without TOPS numbers during the event.

The loco worked in multiple with 118 during the "Gronk Aid 4" Diesel Gala and then worked a few solo trips later on in the afternoon/evening and performed well.

20 110 was used for the first few Santa Special shunt releases and then stopped from traffic to allow some further work and maintenance to be undertaken. Richard has cut notches into the power controllers as per 20 118 and a leaking accelerator speed up valve has also been attended to. The brakes have also been adjusted as required.

The loco is available for traffic and future work will focus on preparing the loco for the running season and its visit to the K&WVR Diesel Gala in June. The loco will be moved by rail along with D7612, 31 108 and D7637 and the convoy is expected to be moved by DRS in the week prior to the Gala. The visit of 20 110 to the K&WVR Diesel Gala should allow it to work with and alongside its former multiple partner 20 031, a common pairing in its later BR years. 20 031 unfortunately suffered a serious main generator bearing failure last year and is currently out of traffic undergoing repairs that will hopefully be completed in time for the gala.

Recently the power unit has been cleaned up. Some attention to the fuel lines may be required in the future.



20 110 receiving cab corrosion repairs October 2007. Pete Burrow



20 110 Driver's side corrosion repairs October 2007. Pete Burrow



Cab repainting and touching up underway.

Phil Seymour



20 110 and 20 118 run to the yard 3rd November 2007. Phil Seymour

20 118 (D8118)

20 118 performed well during the "Gronk Aid 4" Diesel Gala working in multiple with 110, solo and with 31 108. The paintwork has stood up well to the elements since it's last repaint and, when washed and polished, it still looks the part.

The loco had a short spell on the Santa Special shunt release turns whilst 110 was receiving attention. The batteries are holding up reasonably well and will start the loco in the cold. Hopefully a new set won't be required too quickly. The rising costs of batteries at present is quite alarming and alternatives are being looked at. Other Class 20's use traction cells with success so this may be a route to consider further.

20 118 is currently sheeted over in the yard at Buckfastleigh available for traffic if required. Future work will focus on preparing the loco for the running season.



20 118 at Buckfastleigh during the 2007 Diesel Gala 9th June 2007.

Phil Seymour



20 118 cold starts at Buckfastleigh October 2007.

Phil Seymour



20 118 through the 25's cab windows.

Richard Bruford

D7612 (25 262 / 25 901)

The "Rat" spent the summer and early Autumn on hire to the Spa Valley Railway at Tunbridge Wells. The loco worked well throughout its visit and proved popular with the railway, crews and visitors.

Pete, Richard and Phil crewed the loco during the Friday 3rd to Sunday 5th August Diesel Gala and the loco was given a good work out on some heavy trains up the bank from Birchen. The Railway's "Queen Mary" Brake Van was taken out for a special behind the "Rat" on the Saturday afternoon and certainly impressed the passengers on board and Preserved Diesels Webmaster and Forum Members!

Robin, Alan and Ian returned to crew the loco during the Saturday 20th and Sunday 21st October Diesel Gala and also had an enjoyable visit to the line.

D7612 arrived back at Buckfastleigh by road just in time for the "Gronk Aid 4" Diesel Gala on Saturday 3rd November 2007. The 25 was used on Freight, DMU Drags and Passenger workings without fault.

The loco is now out of service and sheeted over in the loco spur at Buckfastleigh. The intercooler has been removed the hard way though the loco and cab, which required taking a cab door off to get it outside! The roof will have to be removed to reinstall the intercooler and it's intended to renew the roof seals at the same time now that we have found a very helpful supplier.

The intercooler has been sent away for overhaul at Abbey Heat in Eastleigh. After being stripped down it was found to be blocked up with oily crud. Abbey Heat have cleaned the intercooler as required and it is expected back in Devon in early February. Hopefully the overhauled intercooler will help to increase the charge air pressure and improve the loco's performance.

Whilst the intercooler is out of the loco the governor "Top Hat" (Bellofram) seal will be inspected and replaced if required. Hopefully the speed setting unit lift and engine revs can also be checked and adjusted as required. Another group has recently done this with a hand held tacho and report a much stronger loco as a result.

The Type Two is booked on a Diesel Driver Experience trip in April. Future work will mainly focus on refitting the intercooler, renewing the roof seals and preparing the loco for the running season and its visit to the K&WVR Diesel Gala.



D7612 and 33 063 in the evening sunshine at Tunbridge Wells West TMD 4th August 2007.

Phil Seymour

33 002 “Sea King” (D6501)

33 002 continues to be the group’s main focus of attention. The turbo has been the biggest headache and as feared has proved to be a large expense. When the loco was purchased, the turbo casing was cracked through frost damage and it was hoped that a repair would be possible. The people overhauling the turbo tried to carry out repairs but these didn’t work and the casing was sent to specialists in Leicester for assessment and costing. The costings for a specialised repair were scary and that has led the group down the route of purchasing a new casing. A brand new casing produced for the aborted Class 33 overhauls in the 90’s has been purchased from another preservation group and transported up North for fitting out. The turbo rebuild is finally underway and the unit is expected back in Devon before the end of January. The fully overhauled turbo will hopefully give many years of trouble free running. A new turbo to air box leather bellow gasket has been produced and two others sourced for the 33’s at the WSR.

33’s have an odd arrangement of internal rainwater gutters that inevitably become blocked up or rusted out. The workshop staff have produced new ones for “Sea King” to an enhanced specification to try and prevent us having to replace them too quickly! Dave the Welder set about fitting and welding them in place which was a time consuming but necessary task. The finished gutters should hopefully keep the loco a lot drier.

The A38 bodyside door was showing signs of swelling and lifting so it was removed and re-skinned.

The indicator boxes have been refitted and the lighting made to work. JK, K9 and 69 have all been spotted on display so far....

Internal cleaning and repainting continues, the area around the serck tanks and above the triple pump has been cleaned and repainted with all the various pipe work picked out in the appropriate colours. The radiator and settling tank section has also been cleaned up and repainted as required.

Jon has been very busy cleaning, repairing and rebuilding the electrical cubicle. A number of contactors had broken securing studs, which is not uncommon when they have been stood still for a number of years. These have all been repaired, tapped and reinstalled back in the cubicle.

The overhaul and refurbishment of the cabs continues. The upper section of the cabs have been cleaned, sanded and repainted into the original cream colour scheme. The cab bulkhead windows have been removed, cleaned up and resealed. New hardwood window surrounds have been manufactured and fitted and the various panels that box the windows in have started to be refitted. It will not be too long before the overhauled gauges and panels etc can be refitted.

We have been very fortunate to have ‘Energice Limited’, a specialised electrical component cleaning company based in Rugby, to come down to Buckfastleigh and attend to the generators. Energice are experts in dry ice cleaning and sponge blasting. These processes fire CO2 dry ice or sponge at very high speeds into the electrical machines to remove almost all unwanted substrate. The generators were ‘meggered’ prior to cleaning and the results were poor. After several hours of specialised cleaning the generators were ‘meggered’ again and the results were very encouraging. With careful running in, the electrical machines will hopefully perform as required. Many thanks to all involved

The two fibreglass (tortoise) roof sections have been cleaned up, strengthened and painted internally and gel coated externally. New roof seals are in stock for when the roof is refitted.

The buffer beams have had all of the sign writing reapplied and a start has also been made in the cabs and on the bulkhead.

Late News: 26th January 2008 – The turbo is now all reassembled and ready to be sent back to Devon.



33 002 sold as seen at MOD Smalmstown, January 05. Neil Cannon



New internal gutters welded in place.

Pete Burrow

09 002 (D3666)

09 002 was on display during the "Gronk Aid 4" Diesel Gala on Saturday 3rd November 2007. A starting fault currently prevents the 09 from being started up. A special "Gronk Aid" 2008 A4 Calendar was produced for the event and these all sold out within a week making £100 profit for the Gronk Aid Fund. Many thanks to all of the contributing photographers and sellers. If there is enough interest a 2009 Calendar may be produced.

Class 122 100 (W55000)

Both engines were successfully restarted on Tuesday 17th July 2007, a few minor faults were found including one of the engines not revving up. The main workshop staff have since attended to this and other outstanding work required. External contractors have fitted a new lino flooring in the main saloon and the B Shop C&W team have refurbished the seat frames which proved interesting to refit after the securing bolt holes were covered up with the new lino! 122 100 worked a successful test run under its own power from Buckfastleigh to Staverton and return on Thursday 20th December 2007. A few running in faults were discovered, nothing too serious considering the magnitude of work undertaken. SDDT will be responsible for commissioning the unit prior to its use on the SDR's "Green" 2008 Timetable. 122 100 is restored to work three return trips on each Sunday in February and also on Tuesday 19th to Thursday 21st February.

Other Stock

The SDDT's stores vehicles remain stabled at Buckfastleigh, generally at the North End of the site. Some of the vehicles will require some attention in the future to keep on top of the effects of the weather and the vehicles not moving around.

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

D2246 – In service, stabled at Buckfastleigh.
D6737 – Out of service on the PLOG shed road. Undergoing winter maintenance and further body work / cosmetic restoration. Both exhausters have been removed for attention and the No 2 nose end is been cleaned out and repainted. The loco has been invited to the K&WVR Diesel Gala.
D402 – Out of service in the running shed. Undergoing bodywork restoration, replating and repainting into un refurbished condition.

SDR 2008 Diesel Gala

The SDR 2008 Diesel Gala has been moved from its usual June allocation to Saturday 26th and Sunday 27th April 2008. The date change allows the loco's to attend the K&WVR Diesel Gala in June.

All of the operational SDR Home Fleet are expected to be in action. From the SDDT Fleet this will be 20 110, 20 118 and D7612. 33 002 "Sea King" is not expected to be ready in time for the event. There is also the possibility of a visiting loco or two. Further details and loco rosters and working timetables will be posted on the SDDT Website once they are known.

Keithley and Worth Valley Railway Diesel Gala

The Group is very pleased to announce that 20 110 and D7612 have been invited to attend the K&WVR's Diesel Gala which is being held from Friday 6th to Sunday 8th June 2008. This offer has been accepted and subject to the usual examinations etc, the locos are expected to move by rail northwards in the week leading up to the Gala. The DDS's D6737 and A1A Locomotives 31 108 have also being invited to attend, other preserved and mainline loco's are also expected to be added to the line up. Having visited the line a few years ago for 37 670 and sussing the line, various curry and pub options out, we should be in for a most enjoyable Gala Event!

The Gala is being advertised as featuring intensive operations, evening trains on the Friday and Saturday nights and Real Ale bars amongst other attractions.

Further details will be posted on the SDDT Website once they are known.

SDDT Polo Shirts

We haven't forgotten about these..... Hopefully a suitable logo can be made up in time for the running season. More details in the next issue.



33 002's generators receiving specialised cleaning and attention from Energence Limited Engineers, November 2007.

Alan Waldron



Generators receiving attention. Pre clean and inside the main generator post cleaning.

Alan Waldron / Energence Limited

Tailights.....

I hope that you have enjoyed Issue No. 27 of the Group's Newsletter. If you have any news, photos, articles or any other material that we can use for future issues please get in touch, my email address is 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. Finishing off on a lighter note.....



33 002's cab refurbishment in progress. Painting is now advanced and at the glossing stage in the original cream colour scheme. No 2 Cab is seen above at the end of January showing the extent of progress to date. No 1 Cab is not far behind No 2 Cab. Neil and Pete have been overhauling items from the cabs off site. The horn valves and sanders have also been freed off. Pete Burrow

Late News

D7612 has been requested to attend the WSR's 50/60's Western Region Gala in Mid June with 20 110 on static display subject to final confirmation. Further details as soon as they are confirmed and available.

