

## **AGM engineering report 2021**

The 12 months since the last report have been eventful to say the least.

### **Bahamas:**

As we all remember only too well, last year was beset with lockdowns and other restrictions. However, it did prove possible for the engine to travel down to the Mid Hants railway in October for a period of operation in mostly fine weather. The trains were very well organised to be 'covid safe', and everyone was very pleased with the results of a lot of background organisation. Mid Hants were friendly and we got on well with them – their comments on the engine were very favourable.

2021 did not at first seem to have much to offer, but we did a photo charter and a few days filming on KWVR, before plans for the main line finally came good. Thus we departed for Southall early in July for a very intensive programme of running on routes never before operated by a Jubilee. Trips were run both for Steam Dreams, and Railway Touring co, all very successful from the engine's point of view. We also had a successful and intensive visit to Nene Valley Railway. All of this was exceptionally hard work for the support crew to whom we owe a big thank you. The crews were enthusiastic about the engine, and said some very kind words about the support crews, so we came away feeling proud of our achievements. The long standing issue of audibility of the TPWS sounder, designed for enclosed modern cabs, has at long last been resolved by fitting an additional, louder sounder. Otherwise the engine required nothing more than a few routine repairs, and after this weekend's operating on KWVR will be 'winterised'. A number of jobs are planned, including fitting new brake blocks and a new brick arch.

### **Support coach:**

During the summer main line running, the coach has needed only light maintenance – brake adjustment for example. It has been invaluable as the home for the support crew, living 200 odd miles away from our normal base.

### **Coal Tank:**

Work has been slow on the boiler repairs due of course to lockdown and the fact that most of the engineering team have been away with Bahamas for much of the time. However, the re tube was completed, and the boiler then hydro tested for the Inspector, who was happy with the result. Subsequently work has been going on to prepare the boiler for steam tests, so that with luck it can be refitted to the frames before the coming winter. Cladding sheets have been finish painted, and a number of boiler fittings fully overhauled - several are now in better condition than when the LNWR owned the engine.

### **Nunlow:**

There have been further discussions on possible ways that Hope Cement works may be able to assist with the overhaul and re-tyring of this engine. However real progress will have to wait until the Coal Tank is complete once more.

### **50 ton crane:**

Following the period of intensive activity on Bridge 11, the crane has had a quiet year. Whilst it was at Haworth, one of the axleboxes was removed for attention on the wheeldrop, and the weight distribution was re adjusted using the load cell equipment. It would appear that two bearings were heavily overloaded

as the crane was acquired from BR, which may explain its tendency to run hot. The big job currently in hand is to replace the match wagon buffer beams, which have been rotting quietly over the last 30-odd years. Two pieces of redundant jarrrah crossing timber were given to us by Civils Dept, and the past several weeks have been occupied with first removing the north end beam, buffers, drawgear etc, marking out the various cutouts and holes, and then drilling the bolt holes on the radial arm drilling machine. This has not been used for some time, but came into its own for this job. The new north end buffer beam has been fitted, and the other one drilled. The crane has had its annual boiler and lifting tackle inspections

James:

The highlight of the year for this engine was to run on the KWVR main line during the Diesel Gala. This required a careful check of all systems, and particularly the axlebox lubrication, and a trial run was then carried out to Haworth and back. This certainly blew away the cobwebs, and the engine was found to be running better with less exhaust smoke on its return. The Gala running was successful and popular, so will no doubt be repeated in future years.

SR van,

The SR van has had a prolonged period of attention in the workshop – initially to deal with some roof leaks. It was found that these had caused fairly extensive internal damage, so a good deal of woodwork has ensued. The timber floor has been replaced entirely, one saloon door has been renewed and the other repaired, and two new verandah gates have been made. The new woodwork is awaiting painting.

Palvan,

This vehicle is currently at Oxenhope having a new roof and one new door fitted. These matters have been outstanding for a long time, but the van was in regular use, so could not be spared. Following the completion of the major bridge and other lifting jobs, the opportunity has presented itself, and C&W are on with the job.

As usual, we owe many thanks for the dedication of the small engineering team to keep our loco's and rolling stock in order, and operating them, as in the case of the crane, for the greater good of the Railway.

S.C.Allsop

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