

D. 9518



Swindon Type 1 Locomotive

1964 to 2015

D. 9518 Timeline

Title page: D9518 at Barry 03/08/68

Photo (*G. Jones*)

The assistance of the many photographers is greatly appreciated and thanks is expressed for their time and effort, allowing the production of this booklet

Thanks must also be expressed to Mr Brian Penney who kept meticulous records at Cardiff Canton, allowing an insight to the first life of this locomotive whilst in South Wales.

Simon Purvis DEPG 2015

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The following is a collection of notes and photographs showing D9518 from when built, to the present day. Dates and references included - where known, Photographs credited – where known.

British Railways

16/08/64 Frames and components 'spotted' at Swindon Works

??/10/64 Completed and trialed at Swindon.

30/10/64 Added to stock Cardiff Canton (86A)



D9518 passes through Cardiff on a Llantrisant freight working c.1965 (photo: GW Trust / G.Kobish collection)
There follows a list of faults and maintenance carried out and at which depot carried out the work, whilst she was in South Wales,

(From the notes of Brian Penny)

July – December 1965

02/08 750hr exam &F4 @ Ebbw 25/08 150Hr exam @Canton.

08/09 150Hr exam @ Ebbw 21/09 375 'E' exam @Ebbw

01/10 B3 (WMI) @ Ebbw 11/10 150Hr exam /T10-A @ Ebbw

09/11 E3 3000@Ebbw

02/12 Fuel Pipe E3 @ Ebbw 08/12 150Hr Exam @ Ebbw 12/12 E3 @ Ebbw 17/12 C1@ Ebbw

Unfortunately the records for 1966 are not available

January – December 1967

30/12/1966 - 03/01 Water pump@ Canton 14/01 375Hr Exam @ Canton 21/01 Hand brake seized in 'on' position & Air intake bellows @ Landore

02/02 Exhaust bellows-coolant pipe split & coolant leaks @Ebbw 11/02 150Hr exam& Coolant leak@ Ebbw 13/02 Starter motor 29/02 750Hr exam and 'A' cylinder head leaks (injector tubes)@ Canton

01/03 inlet & exhaust joints @ Canton 07/03 Governor bracket fractured @ Canton 09/03 Engine 'cut out' @ Canton 30/03 150 Hr exam and DSD fault @ Canton

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05/04 Turbocharger bellows @ Ebbw 10/04 Turbocharger fault @ Ebbw 11/04 Engine mountings and over speed coupling @ Canton 25/04 150Hr exam @ Canton 27/04 Reverser fault@ Canton

01/05 Inching piston @ Canton 23/05 250Hr exam @ Canton 31/05 to 02/06 Turbocharger bracket @ Ebbw

03/06 Engine holding down bolts and Fire alarm relay @ Canton 14/06 Thermostat @ Canton 16/06 1500 Hr exam and Coolant leak@ Canton 29/06 BB exam @ Canton 30/06 – 03/07 Generator fault and electrical faults @ Canton

05/07 Fuel leaks @ Canton Turbocharger manifold @ Canton 12/7 Inlet manifold fractured@ Canton 14/07 Cushy feet mountings (WM) @ Canton 26/07 Turbocharger bracket loose @ Margam

08/08 Turbo charger elbow @ Canton 10/8 exhaust joints @ Canton 22/08 exhaust bellows & 250 Hr exam @ Canton 31/08 Turbocharger bracket @ Canton

01/09 Turbocharger bracket (cont) & change cylinder head oil seals to traffic 09/09 @ Canton. 13/09 BB exam@ Canton

03/10 750Hr exam@ Canton 07/10 Low lubricating oil pressure@ Canton 10/10 Cab seat faulty@ Canton 18/10 High water temperature switch faulty@ Canton 26/10 Loose turbocharger bracket bolts@ Canton

04/11 250 Hr exam 18/11 Routine engine change & change of Serck controller valve (WM) @ Canton -to traffic 24/11 08/12 Coolant leaks @ Canton

January – December 1968

03/01 Loss of power @ Canton 05/01 Earth fault on governor @ Canton 06/01 W/screen wiper u/s @ Canton 16/01 Starter motor @ Canton 26/01 CAV Starter contacts @ Canton 30/01 Earth faults @ Canton

17/02 BB Turbocharger ITS @ Canton 19/02 Loss of power- 'A' bank fuel pump valve@ Canton 26/02 250Hr exam & low lubricating oil pressure@ Ebbw – to traffic 03/03

18/03 Governor air valve blowing through@ Ebbw. 30/03 250Hr exam@ Ebbw

08/04 Starter motor @ Ebbw. 27/04 750Hr exam @ Canton



D9518 at Cardiff Canton Depot 23/06/68(K.Fairey)

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08/05 Tyres @ Canton

03/06 250Hr exam @ Canton. 24/06 Defective side window

20/07 'B' @ Canton. 26/06 Reverser @ Canton

06/08 1500Hr exam& 'B2' cylinder head change@ Canton

03/09 unable to start @ Canton. 24/09 250Hr exam@ Canton 25/09 Exhausts @ Ebbw

08/10 Engine to transmission cardan shaft @ Canton. 26/10 250 Hr exam@ Canton

07/11 Engine cutting out- low revs@ Canton. 14/11 Turbocharger bellows@ Canton

01/12 250Hr exam & cushy feet mountings@ Canton. 23/12 Oil leak @ Canton

January – April 1969

04/01 250Hr exam@ Canton. 29/01 Transmission oil leaks @ Ebbw.

01/02 250Hr exam & starter motor@ Canton. 07/02 Loss of power- governor diaphragm holed @ Canton. 15/02 Oil leaks @ Canton. 19/02 Loss of power@ Canton. 21/02 Circuit breakers @ Canton



D9518 at Radyr Depot 05/03/69 (SV Blencowe Collection)

01/03 Tacho generator@ Canton, 11/03 Right hand leading road spring broken@ Canton. 17/03 250Hr exam and: starter motor switch, high water temperature switch, fuel pump couplings @ Canton. to traffic 01/04

06/04 Broken road spring & turbocharger bracket @ Canton

26/04/69 Loco withdrawn

Sold to the National Coal Board,

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National Coal Board, Northumberland Area

30/06/69 hauled dead (with D9502,D9514,and D9527) for Northumbria, with layovers at Gloucester (Horton Road) and Birmingham (Washwood Heath)



D9514 and D9518 at Gloucester Horton Road Depot 04/07/69 (N.Preedy)

19/07/69 Arrives at Ashington Colliery

15/09/69 B.R Crest and numbers painted out and given NCB plant Number 9312/95 (by this date) To Ashington Workshops

10/69 Returned to service from workshops

09/70 Repainted into 'Ashington blue' (which is a lighter shade of blue from the much darker 'standard' NCB blue) and a new identity 'NCB No 7 and retaining Plant number 9312/95 Registered for running over B.R. metals and received Railway Executive Registration Plates (1430/1953) – common practice to transfer plates from redundant locos to those replacing them – hence the year of 1953

10/70 Fitted with overhauled power unit

22/05/75 To BR South Gosford for tyre turning

05/75 To Lambton Engine works, Philadelphia, Fitted with overhauled power unit 630002/6.

09/75 returned to Ashington



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16/05/77 Fitted with overhauled power unit 620010/19 and Cast iron heads Ashington Shed

29/08/80 To Lambton Engine works, New tyres fitted and overhaul
05/12/80 Returned to Ashington.



NCB No 7 (9518) and NCB 38 (D9513) at Ashington 04/81 (D.Ford)

22/07/83 Observed working at Ashington



NCB No. 7 at work at Ashington Colliery 30.8.85 (photo: G.Kobish)

22/07/86 Withdrawn for power unit change, New engine fitted but due to oil leaks engine removed for rectification work. – Never refitted due to Miner's Strike

??/09/87 Sold for 'Preservation'

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Preservation

26/09/87 Moved by road to Rutland Railway Museum. Remaining as a static exhibit, Parts removed to reinstate D9555.



NCB No7 at Rutland Railway Museum 16/08/90 (G. Kobish)

09/09/06 Moved to Nene Valley Railway and stored in Wansford Tunnel as a source of spares.

14/11/11 Sold to DEPG for eventual restoration at Williton

02/12/11 Loco Arrives at Williton (WSR)



Before restoration started 25/02/12 (Terry Deacon)

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A lot of time has been spent locating parts that had been removed from the loco, there are still outstanding items, but here are the first pieces restored, exhaustor mounting brackets, ex D9500 - 03/11/12 (Simon Purvis)

Minus bonnet sections and ready to lift out the cooler group 14/09/13 (Terry Deacon)



Cooler group undergoing restoration 05/04/14

Opportunity was taken to use a road mobile crane 11/12/14 and the two fuel tanks, control cubicle and brake frame were lifted out of the loco (G.Perry)



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Brake Frame lift and Control cubicle above cab (G.Perry)



With these components out of the way, other components could also be released in preparation for removal.

A mobile crane was used for the second time on the 08/05/15 Firstly the cab was removed. Which was placed on a trolley so it can be moved around the site. (G.Perry)



Followed by the generator. This will need sending away for specialist repair before refitting. (G.Perry)

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The rear 'nose end' was also taken off at this time



Attention being given to final drive reversing gear 29/08/15 (Terry Deacon)

Voith Transmission lifted out 18/10/15 (G. Perry)



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Work continues with cleaning, inspection and painting 'between the frames' View from the rear of the loco looking towards the front. (Simon Purvis)



Rear Draw hook removed for inspection of compression rubber rings and wear. (Simon Purvis)

