

## D. 9526

### Swindon Type 1 Locomotive



1964 to 2015

## D.9526 Timeline

Title page: D9526 at work on the West Somerset Railway 2015

Photo (*T Deacon*)

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.

## D.9526 Timeline

The following is a collection of notes and photographs showing D9526 from when built, to the present day. Dates and references included - where known, Photographs credited – where known.

### British Railways

27/09/64 Frames laid down engine and transmission mounted.

29/11/64 Some bodywork completed.

20/12/64 Completed and ready for trials.

06/01/65 Added to stock (82A)



10/04/65 at Bath Road Note: clean trailing wheelset Photo (*A.D Tyler/DEPG archive*)

25/05/65 – ‘Spotted’ on an Engineers train at Charfield (Glos)

05/06/65 Bath Rd Open Day

23/08/1966 Photographed at Coleford – Forest of Dean

September 1966 Photographed at Marsh sidings Parkend,

19/01/1967 Photographed at Gloucester Eastgate

May 1967 Transferred to Cardiff Canton(86A) from Bristol Bath Rd.(82A)

## D.9526 Timeline

There follows a list of faults and maintenance carried out and which depot carried out the work, whilst she was in South Wales,

*(From the notes of **Brian Penny**)*

### **May 1967**

06/05 Transferred from Gloucester Horton Rd with D9500 /01/06/27/55. 08/05 'B' exam carried out and sander faults @ Canton. 12/05 Starter motor and Controller faults @ Canton 18/05 Loss of power, Pumps to be remodified WM Pumps @ Canton.

03/06 Fuel pipe fracture @Canton. 07/06 Starter motor change @ Godfrey Rd. 13/06 Derailed at Abergavenny, 250Hr exam @Godfrey Rd. 28/06 Starter motor @Godfrey Rd

01/07–13/07 Engine cut out, Side rod bushes, Serck fan @Canton. 27/07-29/07 1800Hr exam and High Water Temp @ Canton

04/08 Fumes in cab reported @Canton. 09/08 Exhaust bellows changed @Canton. 13/08 Starter motor change @ Canton. 250Hr exam @Ebbw Junct. 31/08 Injector change @Canton

07/09-13/09 Tyre turning, Starter motor and High Water Temp @ Canton 28/09 250Hr Exam @ Canton

05/10 Serck controller valve changed @ Canton. 09/10-15/10 Heat exchanger split, cab seat worn @ Canton

03/11 Turbo blower changed and 750Hr exam@ Canton. 21/11 High water temperature switch split @ Ebbw Junct. 25/11 Exhaust bellows 250Hr exam @ Ebbw Junct.

13/12 VAR RAAR @NPT. 15/12 ? @Ebbw Junct. 22/12 Turbo blower change @ Ebbw Junct. 23/12 Starter motor change. 29/12 Starter motor change@ Ebbw Junct.

### **January 1968**

04/01 Engine overheating @Ebbw Junct. 07/01 Starter motor@ Ebbw Junct. 26/01 Starter motor @ Ebbw Junct. 29/01 Burst Coolant hose @ Ebbw Junct.

02/02 Coolant pipes@ Ebbw Junct. 15/02 Governor change @ Canton. 20/02Governor faults @ Canton

## D.9526 Timeline

05/03 Oil leaks/Coolant leaks/loss @ Ebbw Junct. 17/03 Starter motor 250Hr exam @ Ebbw Junct. 20/03 Loss of power@ Ebbw Junct. 22/03-24/03 Tacho generator Governor diaphragm split @ Ebbw Junct

01/04-07/04Tacho drive@ Ebbw Junct. 19/04-25/04 Turbo blower bracket, Coolant leaks Coupling rod washers @ Ebbw Junct 28/04–03/05 250Hr exam @ Canton

13/05 Exhaust bellows @ Ebbw Junct 21/05 Governor faults @ Ebbw Junct. 26/05 750Hr exam @ Canton

05/06 Engine cutting out @Canton. 17/06-10/07 Turbo blower bracket – bolts stripped @ Canton

24/07 250Hr exam @ Ebbw Junct. 07/08 250Hr exam @ Ebbw Junct.

August 1968 Spotted at Ebbw Junction Depot

August 1968 Spotted at Radyr with D9506

01/09 250Hr exam @ Ebbw Junct. 07/09 Short of Coolant @ Ebbw Junct. 09/09 Low water temperature @ Ebbw Junct

09/10 RH Windscreen broken @ Canton 20/10 250Hr exam and starter motor change @ Landore 22/10 to store@ Canton (Covered with tarpaulins)

30/11/68 Withdrawn

By July 1969 Spotted in the DMU shed at Canton.

11/08/69 whilst in store at Cardiff Canton, Notes taken on condition and missing parts **(Brian Penney)** –

Missing parts – Starter motor, Injector pipe clamps 'A' and 'B' bank of engine, Turbocharger bellows, Fire Bottles, Batteries and temperature switch hanging (might be defective)

Sold to APCM February 1970 and based at their Westbury works. The locomotive was delivered by rail

## D.9526 Timeline

### **Associated Portland Cement Manufacturers Ltd (Blue Circle)**

#### **February 1970 - March 1980**

The locomotive was used to shunt the heavy cement trains in the private sidings of the cement works.

5/11/71 on loan to APCM Dunstable. Loco travelled to Dunstable under own power. Whilst at Dunstable, loco was painted Grey.

27/01/73 Photographed returning through Thatcham on route to Westbury

27/01/73 Returned to Westbury, again under own power. The loco was promptly repainted back into green.

December 1976 Worked last train of bulk wagons - Loco difficult to start and suffering with low power.

Taken out of use

May 1977 APCM Ltd approached by Diesel and Electric Group about acquiring this redundant locomotive for use on the West Somerset Railway. The original (1977) idea was to use D9526 to run over the BR lines into Taunton station.

To allow preparatory work to be carried out the loco was moved to a safer position within the works. Photo (*PJ Hembry*)



### **Diesel and Electric (Preservation) Group**

25/03/80 Transfer of ownership from APCM to D&EG.

02/04/80 Locomotive moved from Westbury to Bishops Lydeard (WSR).

D9526 was moved under exceptional load conditions which required Police escort, The route was Westbury to Bath, Bristol, then down the M5 to Taunton, then to Bishops Lydeard station.



D9526 Leaving Westbury on Low Loader *Photo (PJ Hembry)*

## D.9526 Timeline



D9526 Leaving Westbury on Low Loader *Photo (PJ Hembry)*



02/04/80 D9526 Bowling along the M5 towards Taunton *Photo (J M Crane)*

## D.9526 Timeline

03/04/80 Having unloaded D9526, the low loader is prepared for its trip back to Newport – with escort.



11/05/80 D9526 is being prepared for its run back to Williton Photo (*PJ Hembry*)

14/05/80 To enable the locomotive to be moved to Williton, the track had to be slewed from the yard to the 'main line' at Bishops Lydeard.



The signal box can be seen in the background as D 9526 is watched over the slewed track section.

*Photo (PJ Hembry)*



## D.9526 Timeline



14/05/80 Being prepared for movement from Bishops Lydeard to Williton by D 2994 for restoration to begin. *Photo (S Edge)*

14/05/80 Platform 2 Bishops Lydeard



*Photo (PJ Hembry)*

## D.9526 Timeline



14/05/80 The train comprising of D2994 and D9526 was halted near Leigh Woods level crossing to check that bearings and rods were not overheating and all was running cool

*Photo (PJ Hembry)*

D2994 and D9526 arrive at Williton *Photo (PJ Hembry)*



14/05/80 D9526 and D7017 outside the shed at Williton

*Photo (PJ Hembry)*



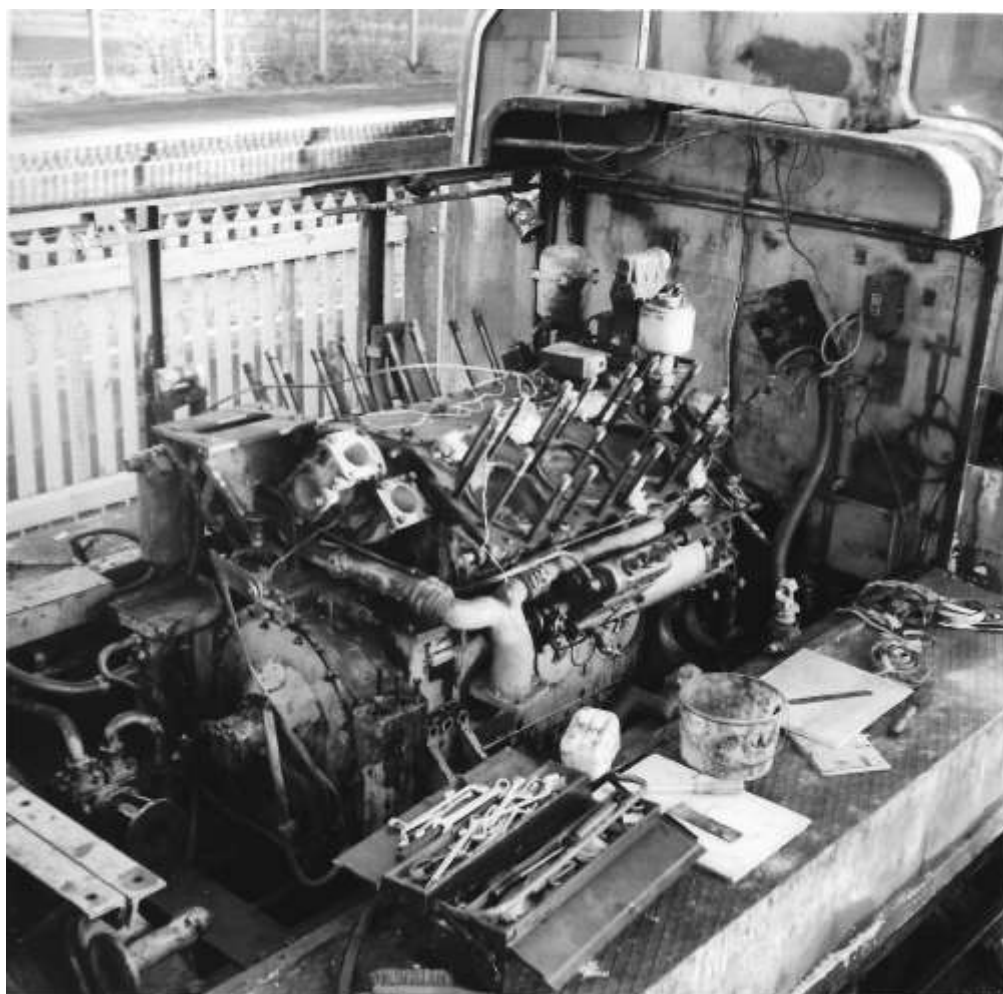
## D.9526 Timeline



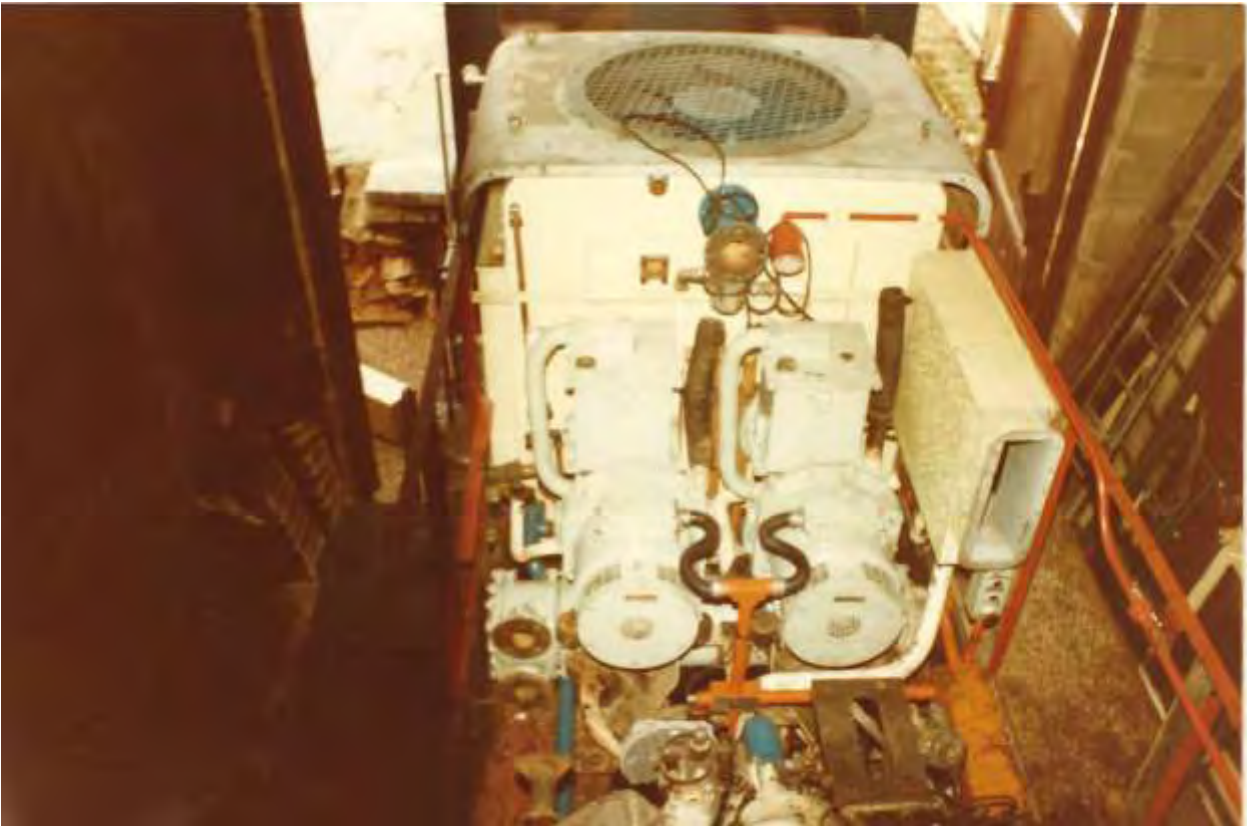
12/07/81 D9526  
Restoration  
continues D9551 in  
the background  
Photo (S. Edge)

'Fresh air' engineering being carried out - Engine work continues B1 piston (nearest the camera) was eventually changed

Photo (PJ Hembry)



## D.9526 Timeline



The restored cooler group, exhausters being 'plumbed' in, and under these, the repaired transmission heat exchanger are seen in this Photograph circa 1983. Photo (*PJ Hembry*)



The engine has been rebuilt but is awaiting a turbocharger circa 1983

## D.9526 Timeline



D9526 is posed outside Williton shed, the original nose end doors were in very poor condition and these were 'exchanged' with a scrap class 14 in Corby. Circa 1983

Photos (*PJ Hembry*)



Second start up PJH and D Hartley checking the engine.

## D.9526 Timeline

17/03/84 Moves under own power



27/03/84 preparation and checks above.

28/03/84 First run, with D9551 as standby  
*Photos (P. Tucker)*



## D.9526 Timeline



Paint preparation continues after test runs



14/05/84 Nearly completed loco in 'ex works' condition shunting the yard at Williton  
Photo (PJ Hembry)

## D.9526 Timeline



14/07/84 D9526 completed and due to make her passenger hauling debut

Photos (C Girle)





## D.9526 Timeline

14/07/84 D 9626 was rededicated by Mr E.D Knights of Blue Circle Cement Westbury. The ceremony was carried out at Bishops Lydeard station on that year's Diesel Gala.

Also present were; John Benson (President of DEPG) and Roger Lizars (Director WSR Co.) After the above date, D 9526 was used for hauling passenger and Civil engineers trains up and down the WSR, carrying out the work she was designed to do.



Photo (J Crane)



16/09/84 D9526 working with D9551 at Blue Anchor.



Photo (PJ Hembry)

## D.9526 Timeline



Working engineer's train Photo (*PJ Hembry*)



09/11/84 working a short train of locomotive ash, destined for Williton Photo (*G. Stagg*)

## D.9526 Timeline



Working a Quantock Belle Photo (*PJ Hembry*)



D.9526 - Now a travel and work stained locomotive Photo (*C Girl*)

## D.9526 Timeline

In 1988 The DEPG were offered a redundant 'spare' 6YJ engine from the training school at Paxmans of Colchester. This was duly delivered to Williton along with a 'turnover stand' that would allow engines to be turned over, making removal of crankshafts, oil pumps and balancing gears easier.



Spare engine and turnover stand leaving Colchester Photo (*J Crane collection*)

### **Engine 640012/4**

This engine has had an interesting history. This was the replacement engine for 620022/3 as originally fitted in D9526. This engine was built as a group of 'spare' engines for the Swindon type 1's. From what we can glean from the records, it would appear that this engine was built and tested but perhaps not delivered to Swindon works. This engine was then removed from storage and reconfigured with a different engine governor, turbo inlet and various other 'non-standard' class 14 bits added / removed. The engine was then sent to English Electric at Newton – le- Willows where it was tested and probably fitted with a traction type generator to check the feasibility of using the 6YJXL engines in a new class of Electro diesels - the Class 74's for the Southern Region. Once the engine had completed these tests, it was then partially returned to its original configuration, and used in the training school, or stored. The engine arrived at Williton with various exhaust temperature probes in the exhaust manifolds, the front enclosure plate did not have the mountings for the Plessey pump and a different Flywheel was attached. The engine was set up for fitting into D9526 and successfully run until 1994 when it was again stopped with Low oil pressure. The Locomotive was withdrawn from traffic at this time.

## D.9526 Timeline

1994 - 2002

Engine overhaul 2001-2



Fitting of cylinder liners *Photo (I Robbins)*



Fitting of overhauled engine *Photo (I Robbins)*

14/09/02 First Start of overhauled engine  
*Photo (I Robbins)*

There followed a period of testing to ensure that everything worked as it should.



## D.9526 Timeline



30/11/02 Test run at Washford. The loco was run minus the engine cover so that adjustments and checks could be carried out without difficulty *Photo (I Robbins)*

05/04/03

Final fixing of engine bonnet

*Photo (I Robbins)*

T Deacon, M Randle, P Randle.



As the locomotive was considered to be 'overhauled', a log book was started to cover the maintenance and running - as well as any faults.

## D.9526 Timeline

### Selected notes from the loco log book

12/04/03 First public passenger train working since overhaul. – ‘The Teddy Bear Special’.

11/07/03 The oil pressure pipe to the gauge in the cab was re routed as had split, throwing oil over the exhaust system. Luckily this was relatively cold and the oil did not catch fire.

08/09/03 Reverser failed. – caused by a tapered pin working loose.

06/11/04 Generator drive shaft failed. This caused damage to the surrounding pipework and to the safety bow. Loco available 02/03/05



*Photo (G. Kobish)*

15-17/06/07 MTW worked Shuttles, freight and passenger trains

12-14/06/08 MTW worked with D9520. D9520 reverted to idle (HWTemp) whilst climbing Crowcombe bank leaving D9526 with 7 coaches (240 tons) and D9520 to be hauled to station. Minimum speed for the 2 ½ miles up the bank was 12 mph. Also tripped to Norton

*Photo (S.Purvis)*

21/08/08 Loco prepared for visiting Merehead Quarry open day. Unfortunately thieves tried to steal fuel leaving damage to the fuel drain cock, loading and visit abandoned.



## D.9526 Timeline



*Photo (S.Purvis)*

12-16/06/09 MTW worked with D9520 - 7 and 8 coach trains (240-250 tons) all weekend no problems with either loco. Both locos returned to their industrial markings (above)

23/10/09 Broken clutch on starter motor

13/03/10 Start contactor failed. 17/04/10 various earth faults discovered, worst being on cable 52(10)

11-14/06/10 MTW – worked with D9520. 6/8/10 Exhibit at Steam Fayre at Norton.

19/01/11 Worked ballast trains for month. 02/04/11 Governor diaphragm split,

10/06/11 MTW 60 miles completed. 21/08/11 'strong electrical burning smell' from rear of loco' found to be loose terminal in drawing in box by the compressor.





## D.9526 Timeline

21/04/12 1000hr exam and service. Included

- 1) rewire from control cubicle to brake frame.
- 2) major engine service, and oil change.
- 3) Voith and final drive oil change.
- 4) tidying up of outstanding faults.
- 5) fit and test electric engine 'pre' heater
- 6) repaint.

View of engine compartment with bonnet removed *Photo (S.Purvis)*



View of transmission compartment with bonnet removed  
*Photo (S.Purvis)*

## D.9526 Timeline

Loco available for work 01/06/13



06/06/13 MTW Gala 110 miles completed without problems. *Photo(S Purvis)*



*Photo (York Loco Images)*

28/03/14 Voith transmission drained and refilled (63 Gallons)

## D.9526 Timeline

17/04/14 New brake cylinder seals fitted to replace the original (1964) leather seals.  
Changed to stop blow by.

04/06/14 The loco was repainted for the Gala and can be seen outside the 'Goods' shed at Williton the day before the MTW Gala. The paint was still wet at this time.

Photo (S.Purvis)



05-07/06/14 MTW Gala

23-30/06/14 Reverser problems,- control governor valve, 'inching' and reversing cylinder seals replaced, 'locking' cylinder seals replaced. Calibrated air gauges fitted to L/H desk.

Photo (T.Deacon)



## D.9526 Timeline

13/07/14 Loco loaded for Class 14@50 event on East Lancs Railway. This was the first time D9526 had left the WSR since arrival in April 1980.



*Photo (T. Deacon)*

### 14's @ 50 Gala

24/07/14 The event locos were all lined up in front of the carriage shed at Bury. This was a sight that had not been seen for twenty years or more. Locomotives D9513(NCB 38), D9520, D9521, D9523 D9524 (14901), D9526 D9531 D9537 D9539, D9555  
*Photo (S Purvis)*



## D.9526 Timeline

25-27/07/14 Class 14's at 50 Event at East Lancs Railway.



There are many pictures of this gala - here are a few to give a flavour this amazing event

The 'away team' at  
Bury

*(T. Deacon)*



## D.9526 Timeline

26/07/14 as part of the Gala, all the available locos were coupled together for an evening run up to Rawtenstall, the load being 10 MK1 coaches. Because there was insufficient room for running the locos round at the station the first five were removed at Ramsbottom and followed behind later. This five then lead the train back to Heyward where the train reversed back to Bury.



A sight never before seen 9X class 14's – 10 coach train D9526 is the 6<sup>th</sup> loco from the front. Photo (*M. Loader*)



26/07/14 D9526 leads the 10 coach train onwards to Rawtenstall. The first five Class 14's were taken off at Ramsbottom, and would follow the train later. Photo (*S Purvis*)

## D.9526 Timeline



28/09/14 D9526 lifts her train out of Bury to Rawtenstall for the last time before heading home to the WSR *Photo (S.Purvis)*

29/09/14 Loco back to WSR having covered nearly 300 miles on the ELR in three months

06-07/06/15 MTW Gala

D7017 and D9526  
Prepped, cleaned and  
ready to go *(S Purvis)*



## D.9526 Timeline



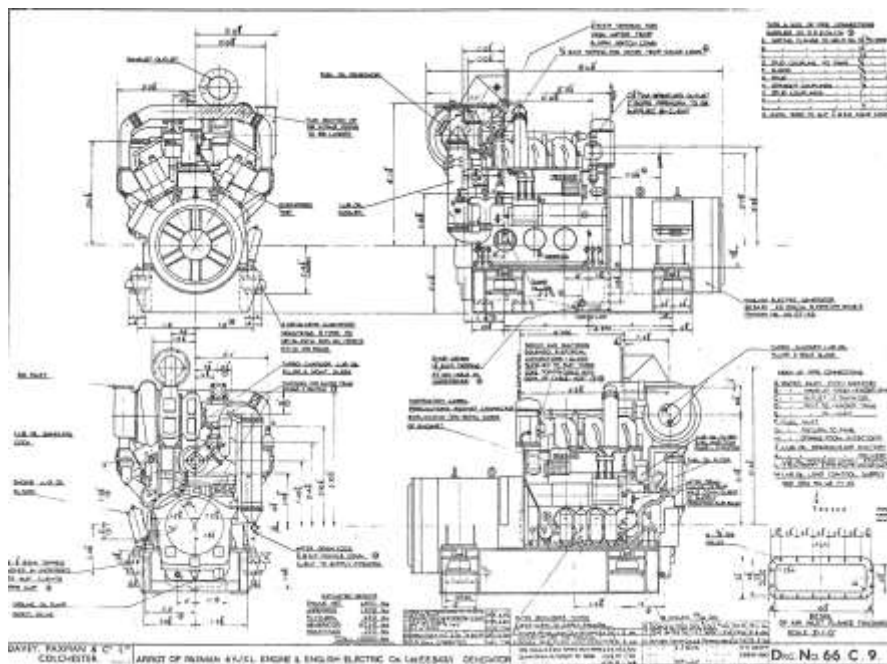
(R) D9526 leaves her train after running the 'Norton shuttles' MTW Gala (L) Running back to Williton at the end of the MTW Gala with D832 Onslaught. Photos (S Purvis)

### 'New Engine' 65005/6 for D9526

With the purchase of D9518, - bought minus engine, a replacement engine was required. We were put in contact with a marine engineering firm in Glasgow who had a 6YJ for sale.

This engine, we subsequently discovered had been built for railway use, - but for the now scrapped class 74.

The eventual proposal is to swop out the current engine in D 9526 (640012/4), and fit this engine (65005/6) into D9526. Engine No 640012/4 will be rebuilt and be fitted to D9518.



Drawing showing arrangement of a 6YJ for a Class 74 locomotive.



## D.9526 Timeline

21/11/11 Engine as delivered at Williton

Photo (*T Deacon*)

As can be seen, a total engine strip is required as well as sourcing different parts. This engine requires a different flywheel, (as was fitted with a generator) and a crankshaft extension (to drive a Plessey pump for the cooling fan). The turbocharger also requires the ports realigning.



15/02/14 Work started in 2013 to strip this engine to a 'bare' block and this is seen being steam cleaned Photo (*T Deacon*)



13/02/15 New main bearings fitted  
Note engine in 'turnover' stand Photo (*T Deacon*)

## D.9526 Timeline



01/08/15 Crankshaft, timing gears and camshaft refitted Photo (*T Deacon*)



16/08/15 Heading towards Minehead from Williton whilst working a 'Willton Rocket' train  
Photo (*S Purvis*)