



GCR 567 Loco Group

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Newsletter No.28 March 2018

Registered Charity Number 1160243



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№ 567

Introduction

We are continuing to make steady progress on manufacturing with more of the motion parts being completed.

The most important news however is the frames have now been bent and delivered back to Ian Howitt Engineering.

The Chairman gave a presentation of the 567 project on 13th February to the Derby Railway Engineering Society, at the Derby Conference Centre. The event was conducted in partnership with the GCR Rolling Stock Trust. The two groups declared an overall objective to recreate the Victorian and Edwardian Mainline Express trains that ran on the original Great Central Railway (1897 to 1923). A unique proposition that was very well received.

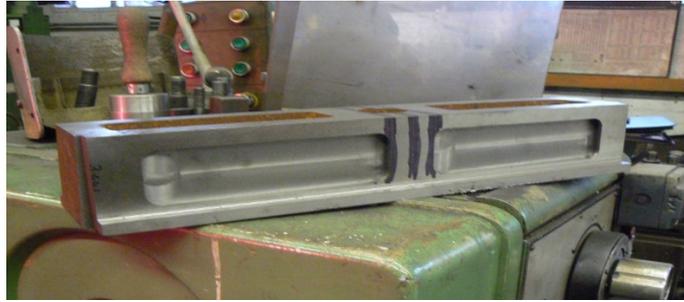
Design

Following some very helpful advice from Stafford Road Design, we are able to progress the detailed design of the valve motion. Many elements of the design are already established, but the vital work of defining the precise geometry of the eccentrics to generate the optimum valve events is necessary because the arrangement drawings that are being used to guide detail design do not include this information. What we do know is that the valve ports in our cylinder block are wider than those in the original block fitted to 567 and that the valves travel further than on the original locomotive. The exponents of 'long travel valves' in study of the development of increased efficiency and performance of steam locomotives will be very interested in what these developments will bring to the new 567 when complete. When the design work is complete, we will be able to start manufacture of the last components of the motion.

Motion Manufacture

We now have seven completed slide bars delivered to Ruddington Works, the eighth (replacement for one incorrectly ground) is now awaiting final grinding in Leicester.

Work on manufacturing the slipper blockers has already commenced and is progressing well. The picture below shows a part finished block. Following completion of first stage machining, white metal is poured in molten condition, to fill the machined recesses shown in this picture, prior to final machining.



Slipper Block at Ruddington

Frames

The frames have now been bent and transported to Ian Howitt's site at Wakefield where they are presently being dressed. They will also have the horn stays, manufactured and fitted, which Ian is doing at no extra charge as his contribution to the project.

The doubler plates also require bending to match and finished. The group do not want the frames delivered until this work has been completed.

Unfortunately the recent wintery weather has delayed these activities.



The frame plates being dressed at Ian Howitt's workshop

The group are in negotiations with the GCRN regarding the location for frame erection and storage. No specific space has yet been allocated but discussions are ongoing.

Horn Guides

Work to finalize the horn guide casting has recommenced and we look forward to moving ahead on these sponsored parts in the near future.

Component Sponsorship

Both the horn guides and frame stretcher material have now been sponsored. We are presently in the process of obtaining valuations for the Corby spares. Once this has been completed these will be issued as the next components to be sponsored.

Quarterly Draw

The March quarterly draw has taken place and the winner duly notified.

Forthcoming Events

- 15th September 2018 proposed date for The Supporters' Day. This has yet to be confirmed.



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