



GCR 567 Loco Group

GCR Class 2 No.567 Project

Dennis Wilcock, Treasurer of the GCR 567 Locomotive Group, gives an update on progress

Frames

Arrival of Frame Plates at Ruddington

Friday 8th June 2018 proved a major day in the project to build a brand new Victorian Express steam locomotive, GCR Class 2 4-4-0 No.567. The frame plates of the locomotive, complete with the horn stays donated by Ian Howitt, arrived at Ruddington and the vision of a Great Central Railway Express Steam Locomotive hauling vintage carriages on GCR metals recreating the early 1900s Marylebone expresses took a major step forward.

The frames arrived from Ian Howitt's West Yorkshire works at around mid-day. With the mid frame and motion stretchers, buffer beam and trailing headstock already completed the plan is to assemble the frames in advance of the GCR 567 Supporters Day scheduled for 15th September 2018 at the Ruddington Locomotive Works. In preparation for the erection of the frames, trestles and an 'A' frame



The frames of GCR No.567 arrive at Ruddington on 8th June, 2018. SIMON BURTON

are being fabricated which will be used first to support each of the frame plates for marking out and drilling before the plates are bolted together. This work is much more easily accomplished with the plates supported at waist height rather than having to work on hands and knees! The doubler plates that strengthen the front of the frames and support the cylinders will be set up, drilled and bolted in place at this stage. These plates arrived with frames and when drilled will be supported by the trestles whilst the stretchers are bolted in place. The trailing headstock and the front buffer beam will then be bolted in place. 567's frames will initially be bolted together but later in the construction the assembly will be completed by riveting.

Viewing of Frame Assembly

To allow Supporters to view the erection of the frames arrangements for viewing the assembly were put in place on four Fridays from mid-July to mid-August. At the copy date of this issue of *MainLine* assembly was about to start.



The frames of No.567 are gently lowered to the ground on 8th June, 2018 under the supervision of Mike Fairburn (right). SIMON BURTON



The frames of No.567 safely on the ground by the Ruddington Locomotive Works on June 8th, 2018. SIMON BURTON

The Next Steps for the Frames?

The next steps will be to attach all the miscellaneous small parts, the horn guides (which have been fully funded through sponsorship) and the cylinders to the frames at which point the frames can finally be riveted together. Splitting of the cylinders will be a large task as once the two sides are apart all the corrosion damage will need to be repaired which will require some complex machining. It is projected that all this work will take well into 2019 but that most of it will be completed at Ruddington thus saving costs to the project.

MOTION

Valve Spindle Guide

Coincidentally with the arrival of the frames came the delivery of the castings for the valve spindle guide. The wooden patterns for this were illustrated in *MainLine* No.174. The castings will need considerable machining but again it is planned that most of this work can be undertaken in house. Once this is completed the guide will be bolted to the rear of the motion stretcher.

BUILDERS PLATE

The Derbyshire foundry which cast the valve spindle guide also cast some brass builders plates. At the appropriate time these plates, once polished up, will be attached to the frames.

BOGIE

Without getting too far in front of ourselves one locomotive component that is gaining backing is the four-wheel bogie of the locomotive. It has several attractions in that it is a semi-independent item which can proceed without impacting severely on the rest of the locomotive. It has a range of parts, wheels, axles, side plates, horn guides, springs etc. which are within the manufacturing capabilities available at Ruddington. None of the individual parts of the bogie are very expensive and some components are ideal candidates for sponsorship. Design work needs to be completed and verified so there is still some way to go but we would like to cast the bogie horn guides along with those of the locomotive to obtain a competitive price. Watch this space!

To support the building of this Victorian Express Steam Locomotive you can join as a Supporter for as little as £5.67 per month. If you shop on-line you can raise funds for No.567 without any cost to



One of several trestles being built to support the erection of the frames. SIMON BURTON



The wooden patterns for the valve spindle guide built by Ken Harrison. The castings from these patterns have now been delivered to the Ruddington Locomotive Works.

Below: One of the brass builders plates before polishing. BOTH: *DENNIS WILCOCK*



yourself by signing up to easyfundraising.com. You may also wish to leave a legacy in your will to ensure that future generations will have the pleasure of seeing a classic Great Central Railway express train along genuine GCR metals just as happened from Marylebone in 1899. Details of both schemes can be viewed on the Supporters Page of the 567 website.

General Enquiries: gcr567loco@yahoo.co.uk

Website: www.gcr567loco.co.uk

Facebook: www.facebook.com/#!/groups/GCR567Loco/

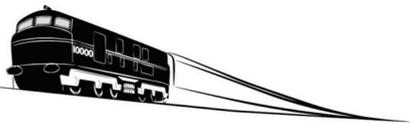
Twitter: twitter.com/GCR567Loco

General Postal Enquiries:

GCR 567 Locomotive Group Administration
c/o Mrs Dawn Bullock, 19 Hartridge Walk, Allesley Park, Coventry CV5 9LF



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Ivatt Diesel Re-creation Society

Reconstructing Britain's Pioneer

Progress so far:

- 16SVT mk1 power unit obtained
- 58022 obtained to form chassis
- Currently fundraising for bogies

For info, donations and membership see the website:

www.LMS10000.co.uk

info@LMS10000.co.uk
Charity 1147032

Britain's first
main line diesel locomotive

Built: 1947 Scrapped: 1968