



GCR 567 Loco Group

# GCR 567 Locomotive Group

Registered Charity Number 1160243

Newsletter No.31 December, 2018



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## No 567

### From the Chairman

As Chairman I never cease to be amazed at the commitment of our volunteers to make this project happen and our supporters' generosity in funding the work. With such a positive set of people truly engaged 567 will become a reality. We have such a strong project that will result in a beautiful operational Victorian Express steam locomotive for all to enjoy. Something that will make us all proud!

A Happy Christmas and Peaceful New Year to all our Supporters.

Andrew Horrocks-Taylor



The first newly delivered horn guide casting wrapped in industrial cling film arrived at Ruddington in mid November, 2018. MIKE FAIRBURN

With manufacturing underway on the motion, we will be working to complete the items that are in progress at the moment and starting work on further components. Slide blocks and slide bars are part machined and further processes are required on these parts to complete them. The first of the large steel castings that are the horn guides, have been received at Ruddington Locomotive Works and it has been visually inspected and primer painted in preparation for marking out and proof machining. The delivery of the other three castings will be called up when we have completed proof machining of the first. Further components are at the stage of procurement enquiry including the straps for the big ends and crucially, the coupling rods.

The receipt of the bogie frame plates just in time for display at the Supporters Day marks the start of the manufacture of the bogie. Ken Harrison has been studying the drawings produced by project designer Barry Nurcombe for the bogie horn guides and is progressing towards manufacturing the patterns for the casting of the guides. We have also received preliminary pricing of the casting for the centre bolster of the bogie. This is the very large casting to which the frame plates are attached and we will be progressing to the next step of inviting suppliers to offer final quotations for the supply of pattern and casting for this major component. We are currently considering options for alternatives of either fabricating the spring support brackets or purchasing a pattern and castings to make these parts.

### Progress

Dear Supporters, with the unveiling of the first stage assembly of the frames at the Supporters Day event this year we reached a very important milestone. This achievement was due to the contributions of many people, but vitally it was a result of the support given by you all to the project to build this locomotive. It is now time to take a look forward to what is coming next.

Stage two of the assembly of the frames will include the fitting of the trailing headstock, the fabrication and machining of the trailing dragbox and the assembly of the valance angles and the steps. All of this assembly will be with 'slave bolts' in the same manner as the assembly so far. This so that fine adjustment can be made to alignment and dimensions prior to fixing with rivets. Crucially the cylinder block must be made ready for fitting. The scope of work necessary here includes machining the mounting flanges to profile to fit into the frames and machining of one of the two valve faces which entails the dismantling of the two halves of the cylinder block then mounting the block on the table of the horizontal borer for the work to be carried out.

Hopefully you will all be pleased with both the progress to date and the prospects of the different work streams going forward towards fruition and becoming part of the assembly of the locomotive. There are also other activities in progress in Engineering and Design which are the precursor to specifying and ordering materials and sub contract work.

The growing pace of work in the manufacture of parts now enables us to clearly see a point when we make a major push for funds to take the locomotive from a frame with cylinders and motion, to a wheeled chassis. We are considering a number of initiatives to support this stage

including inviting sponsorship of the manufacture of major parts of the wheelsets and sponsorship of parts that are either in manufacture now, or at a stage where materials will be ordered in the near future. We invite you all to let us know what you think should be the subject of an appeal for funds and add your ideas to that of the project team to help carry the project forwards.

With warmest best regards

Mike Fairburn  
Chief Engineer GCR 567

## Fund Raising



Eagle eyed supporters may have spotted in Newsletter No.30 that the contact address to sign on for easyfundraising included the number 576 and not 567. The correct address using 567 has now been introduced. It is a mistake made

by easyfundraising for which they have apologised and have assured us that both addresses will work and go to the correct page for signing onto support No.567. Remember that while you are shopping on the Internet at your normal suppliers you could be making a financial contribution to No.567 without any cost to yourselves. To start supporting No.567 in this way go to [www.easyfundraising.org.uk/causes/gcr567loco](http://www.easyfundraising.org.uk/causes/gcr567loco). It is a painless way to ensure the progress on the new build and adds another valuable income stream to the fund raising.

## Publicity

To promote the GCR 567 Locomotive Group more widely extended articles and an advertisement have been published in *Main Line* (the magazine of the GCR at Loughborough), *Driving Wheels* (the magazine of the GCR(N) at Ruddington) and *Forward* (the magazine of the Great

Central Railway Society). A one page article about 567 also appeared in issue No.485 of *Steam Railway*.

## Quarterly Draw

The December quarterly draw has taken place and the winners notified.

## Contact us

To learn more about any aspect of our project or for general enquiries you can email us at [gcr567loco@yahoo.co.uk](mailto:gcr567loco@yahoo.co.uk) or via the contact form on the 567 website ([www.gcr567loco.co.uk](http://www.gcr567loco.co.uk)).

We have a Facebook account at:  
[www.facebook.com/#!/groups/GCR567Loco/](http://www.facebook.com/#!/groups/GCR567Loco/)

Twitter: [twitter.com/GCR567Loco](https://twitter.com/GCR567Loco)

For General Postal Enquiries:

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

## Sackcloth and Ashes!

### Slide Blocks

In the last newsletter our chairman, Andrew Horrocks-Taylor, through a misunderstanding, rather jumped the gun in saying the slide bars were complete. Mike Fairburn gives the updated situation.

*Current situation.* The bars of which there are eight, four to each crosshead, have been machined to size for depth and width and finish ground on the sliding faces. They have been protected with rust inhibitor and re stored. This work has been carried out by sub contractors as we do not have machines with sufficient length of travel to complete the continuous machining of surfaces.

*Outstanding work.* Each bar must be milled to finished length and a step milled in the face at the forward end that bolts to the cylinder cover. All drilling is to be carried out including for fixing bolts and for mounting in the upper bars for the lubrication oil pots, which are also tapped with suitable threads.

All of this outstanding work can be carried out in the machine shop at Ruddington.

## Photo Caption

At the bottom of the second page of Newsletter No.30 the photograph second from the left should have been credited to Ian Harrop.

The 567 advertisement that has appeared in the December issues of the magazines *Main Line*, *Driving Wheels* and *Forward*

**THE GCR 567 LOCOMOTIVE GROUP**

**A Return to Victorian and Edwardian Elegance!**

A brand new version of No.567, a MS&LR/GCR Class 2 4-4-0 steam locomotive, is being built at the Ruddington Locomotive Works of the Great Central Railway (Nottingham). It will be the first locomotive ever built at Ruddington and only the second GCR passenger locomotive in existence.

Already the frames have been assembled with many components sourced and ordered.

To continue this exciting venture you can join The GCR 567 Locomotive Group by becoming a Supporter for as little as £5.67 per month

Further details at [www.gcr567loco.co.uk](http://www.gcr567loco.co.uk)  
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