

Locomotive - Initial Progress.

2005

March - Agreement having been reached with Vale of Glamorgan Council and the Heritage Lottery Fund in December 2004 the way was open for the formal launch of the Great Western County Project. An appeal for funding yielded a good response, indicating the popularity of the concept of recreating a Hawksworth County class locomotive amongst the G.W.S. membership and beyond.

Donations included:

- Regulator handle taken from 1011 when she was scrapped.
- Reverser wheel from 1024.
- Double chimney from 1006:



Donated double chimney from 1006



1006 and 1027 being scrapped at Sharpness, July 1964. 1006's chimney has already been removed and sold to an enthusiast. (Courtesy P. Strong)



Also donated were two newly cast number plates for 1014, made by Steve Whittaker of the 2857 Society.

More recently a pair of standard wooden G.W.R. cab seats from Castle locomotive 7007 'Great Western' were donated (May 2008):



Cab seat as received in spring 2008



Cab seats now restored - to the standard we want for 1014 herself. The seats will be fitted on to the cab side sheets.

Contemporaneously, the collection of standard parts from existing stocks and sources, suitable for the locomotive, began. Early acquisitions included: 1 set of coupling rods, 4 slide bars and a range of smaller components.



Remains of 7927 at Barry.

Meanwhile the remains of 7927 were stripped in readiness for removal.

Detailed planning for the project began in earnest.



48518, provider of the boiler, stored in former E.W.S. wagon repair shed at Barry, June 2007. *(Terry McCarthy)*

November - frames of 7927 and boiler from 48518 formally acquired by the G. W. County Project. from Vale of Glamorgan county Council.

On 3rd November, 7927 was taken from Barry and transported to the Llangollen Railway.

There the boiler was removed - for use in the construction of a Grange class locomotive by 6880 Betton Grange Society Ltd. Various re-usable items were stripped from the frames, prior to grit blasting and priming. Further dismantling followed, in readiness for modifications to be undertaken to convert the frames to a form suitable for reconstruction as a County.



Loading up at Barry



7927 ready to leave Barry for the Llangollen Railway, 3 November 2005



2nd December - Having been removed from the locomotive at Barry the front bogie was dispatched to Bill Park's Flourmills Works in the Forest of Dean. There the wheels were to be turned and journals polished before being sent on to Didcot for full restoration.

15th December - At a meeting at Llangollen, a schedule of works to be undertaken at the Llangollen Railway Workshops was agreed. The initial objective was to modify the Modified Hall frames so that a County class Standard 15 boiler could be fitted and form a new buffer level 1½" lower than previously to accommodate a set of 6' 3" driving wheels. Works included: replacement of the buffer beam, new drag box, lowering the bogie centre pin, removing and replacing rear frame stretcher, etc.

2006

January - May - Frames rebuilt into a form suitable for construction of the County. Once completed (23rd May) the frames were readied for transport to Didcot where the reconstruction was to be based.

The frames left Llangollen on 20th June, arriving at Didcot West Yard on the 22nd. They were unloaded in Didcot Railway Centre on the 24th June.



Difficulties arising out of the lack of road access to Didcot Railway Centre. Frames loaded on to wagon for movement into Centre, 22/06/2006.



Modified frames on display at Didcot, August 2006, alongside G.W.s. Modified Hall, 6998 'Burton Agnes Hall'. Officially the frames now 'belonged' to 1014.



Later that summer, the frames were shunted into the works to take-up the position formerly occupied by the team who constructed the full scale, working facsimile of the Broad Gauge locomotive 'Fire-Fly'.

Once undercover, work continued on the frames. Many more parts were removed from the frames, cleaned, grit blasted where appropriate, primed and placed in storage. The frames were also prepared for painting; black on the outside and red on the inside.

Utilising the experience gained from producing new wheel sets for 6023 and 2999, work on manufacturing a wooden pattern for 1014's driving wheels was undertaken. Unlike 2999, where two different patterns were required, only one was required to cast the six 6' 3", County-size driving wheels. An order was duly made.

2007

Frames installed in Didcot's Workshops.

Painting the frames is in-hand, but stripping continues (and did so for many months).



February - Frames in works at Didcot. (Terry McCarthy)

June - G. W. County Project team established to "move No. 1014's restoration forward ". Mike Cooper was appointed leader of the team, under David Hurd, the locomotive Manager. The engineering side is being looked after by Keith Gilbert.

Their priority - to produce a rolling chassis by the end of 2009, while maintaining progress in other phases of the task.

23 June - Eccentric sheaves removed from wheel set in Centre Sidings to workshop. New bolts fitted to rock shaft bearings. Continued to burn out old brake hanger bracket bolts and broken studs from frame. Began to clean bogie and one spring and three spring hangers removed to workshop. Parts in Crocodile; most removed to workshop for cleaning/assessment/repair.

Summer - A huge step forward to achieve this initial priority - driving wheels cast, tested and accepted, then moved to Riley's workshops at Bury to await arrival of axles and tyres for final assembly.



One of 1014's newly cast driving wheels



An artistically posed view of four of the 6' 3" driving wheels cast for 1014, having been proof machined by the manufacturers, William Cook of Burton on Trent.

Castings in secure storage until axles and tyres manufactured - late 2008?

30 June - Checked condition of cylinder heads/covers - left hand rear fitted, left hand front in stock and serviceable. Received go-ahead to remove right hand rear head from Maindy Hall cylinders. Removed nuts and tried to shift without success - risk of damage so could not continue. Cleaned up frames and tapped holes from stud removal and removed hooks holding brake safety chains.

Visit to Security - discovered following: 2 x pistons (ex-Maindy?); Vacuum pump which looks to be the correct type; 2 x brake hanger brackets. Top feed/safety valve bonnet. Brass window surrounds for cab.

07 July - Commenced strip of rear sandboxes in preparation for cut and shaped steel contract later. Sanding gear dismantled. Commenced strip, derust and repaint of buffers.

Further visit to Security, found the following: Vacuum pump - sufficient other parts to build a complete assembly without manufacture? Vacuum pump crosshead drive; Parts to ejector; Ex-1011 regulator lever; Reversing screw and handle; Brake cross rods and brake hangers.

14 July - Completed strip of rear sandboxes and recovered one bracket as pattern/refix. Commenced strip of front sandboxes - one complete but awaiting heat to strip moving parts. One buffer reassembled but head/shank left self colour for decision on finish.

03 September - Completed cleaning of the remaining two axle boxes. Strip and overhaul of sanding gear continues. Front sandboxes painting complete. Received front step as a gift from Gary Davies.

08 September - 90% of bogie cleaned - relocated near C&W in preparation for placing outside the workshop. The bogie steel is significantly thinned by delamination on the right hand side either side of the centre stretcher - may well need repair.

23 September - Remaining two driving wheel axle boxes stripped from 7927 wheel sets in preparation for lifting. Final two oil keeps recovered to store. Removed the second rock shaft cover from the old running plate. Measured and photographed front and rear bogie axle boxes. Catalogued die-nut stock. Checked cylinder casting numbers.

15 October - Stripped retaining sheaves from bogie yaw plate. Yaw plate now free. Stripped loco brake cylinder and commenced recondition of studs, tie and threads. Some surface rust inside, but the condition is good and the piston seal is fine and does not appear to need to renewal.

28 October - Removed main bearings from Centre Sidings to open storage by Churchward tender. Cut tube for rear sandbox fillers.

03 November - Completed strip of the main bearing oil keeps and cleaning of the main bearing oil keeps. Some minor but repairable damage. Derusted and painted the brake vacuum cylinder barrel. Stripped and cleaned the seal, seal strap and piston ring from the brake piston head. Further lubrication to bogie yaw plate.

18 November - All engine vacuum cylinder parts now de-rusted. Push rod needs refurbishment. Motion brackets unbolted. Yaw plate released. Liberated lockable cabinet as first storage media.

25 November - 5/6 main wheel bearings cleaned. Footplate steel in-loaded.

09 December - More footplate steel in-loaded. Located second bottom slidebar and final bogie spring hanger in security.

29 December - Stripped the two Maindy Hall valences to their rusted components and offered up and fastened to 1014 frames beneath the cab. Apart from reducing the depth of the valence and cosmetic repairs they appear to be correct. Right hand valence is about 15 mm out of alignment. Also completed the ties to the main brake cylinder and measured up the sandblasting cabinet for new parts.