



## **D1013 'B' Bogie Outstanding Workload**

**as at December 2024, by Graham Gant**

### **1. Bogie Frame**

Scrape, Clean and Prime Paint – on-going (certain areas to be identified that just need scraping and cleaning)

Identify areas (welds) requiring Non-Destructive Testing (NDT) and carry out NDT testing, to be carried out in conjunction with Torque Arm rubber replacement (see below) – sub-contract involvement required for certification purposes.

Write procedure/s, carry out repairs to any welds identified by NDT – only required if faults found, will require sub-contract qualified Welder.

Primary spring pocket recess edges – build up with weld and dress back areas worn away by Primary Springs rubbing – qualified welder required.

Prime paint and Finish paint (Black) complete framework.

### **2. Brake Rigging – removed / in-situ**

Scrape, clean, prime and finish paint (Black) – on-going.

Refit all removed rigging (timing of this to be advised)– new fasteners required.

### **3. Intermediate Gearbox**

Drain oil, remove Oil Pump for inspection, repair if required and refit.

Casing exterior – scrape, clean, prime and finish paint (Black).

Refit to Bogie.

### **4. Equalising Beams – 2 off**

Items currently at Bridgnorth in a stripped-down state.

NDT of central pivot weld – sub-contract involvement required for certification purposes.

Weld 'top hat' bushes in place around central pivot - sub-contract qualified Welder required working to WLA established procedure (includes weld NDT)

Re-assemble Equalising Beams complete – new pins, bushes and bearings in-stock, awaiting arrival of new Spring Hangers (on order)

Pedestal Bracket – new grease pipes to manufacture and silver solder in position – SVR ESMP (Bridgnorth workshop) currently undertaking this work.

Refit Equalising Beams to Bogie frame.

## **5. Brake Cylinders – 6 off**

Transfer to WLA Bridgnorth workshop.

Brake cylinder seals – new seals on order.

Strip, clean, inspect, rebuild and air test each cylinder.

Clean, prime and finish paint (Black).

Refit to Bogie frame – new fasteners required.

Carry out Air test.

## **5. Spring Hangers – 4 off loose, 4 off captive**

Remove from bogie frame – on-going

Thoroughly clean to remove all debris from threads and shank (see Whatsapp photo for example), threads to have die-nut run down them (1.5/8” BSW to confirm)

NDT inspect each spring hanger - sub-contract involvement required for certification purposes.

Refit to bogie frame. (Loose washer to be tack welded in position)

Spare spring hangers to clean and NDT test – currently located in store at Bridgnorth.

## **6. Thrust Brackets – 2 off**

Scrape, clean and prime paint – on-going

Rear Thrust Bracket – new rubbing plate and fasteners required – sub-contract manufacturer to source – on-going.

Rear Thrust Bracket – rebuild with new rubbing plate and fasteners

Front and Rear Thrust Brackets to clamp in position to Loco underframe, drill / ream out existing mounting holes, manufacture new location bolts – this work to be carried out in conjunction with SVR ESMP and requires the locomotive to be on the Lifting Jacks.

Finish paint (Black)

## **7. Hydraulic Dampers / Brackets – 2 off**

Dismantle end fittings from removed Dampers and fit to refurbished Dampers – refurbished Dampers in-stock.

Damper Brackets - Scrape, clean, prime of finish paint (Black).

## **8. Lateral Side Reaction Brackets – 2 off**

Scrape, clean, prime and finish paint (Black) – only metal sections require painting.

**9. Primary Springs – 6 off**

Scrape, clean and protect removed Primary Springs with preservative for possible future use and store away in container.

Fit new Primary Springs to Bogie frame – items in-stock.

**10. Drive Shafts – 3 off**

Items removed from bogie to be stored away in container.

Fit new Drive shafts to bogie – items in-stock.

**11. Air Piping**

Scrape, clean, prime and finish paint (White) – on-going.

**12. Torque Reaction Arms – 3 off**

Scrape, clean and prime paint – on-going whilst in-situ.

Dismantle, inspect and assess Torque Reaction Arm sandwich plate trunnions, replace existing Torque Reaction Arm rubbers and rebuild – TMD side pit required when the Bogie is mobile – new Rubbers in stock.

Finish paint (Black) Reaction Arms.

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