

D1013 Bogie Overhaul Update, by Graham Gant

The following is a brief update on D1013's Bogie Overhaul, as at December 2024. Please note that most of the photos have been taken by the WLA's Working Members as the project progressed.

On Friday, 20th September 2024, D1013's B end bogie was relocated from the TMD Pit Road to No.3 road in the TMD, accomplished by using the 08 to drag/push the bogie (pic 1)



Picture 1 – Bogie Shunt

There was a bit of a lash up of wooden sleepers to aid this (pic 2)

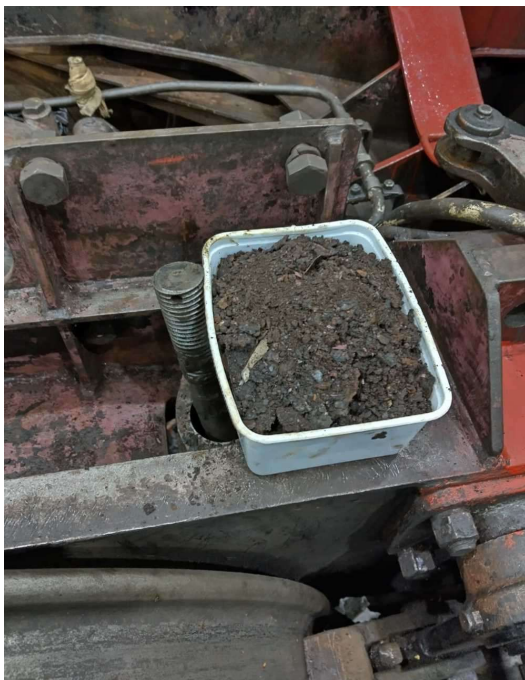


Picture 2 – Bogie Shunt showing wooden sleepers used

Once D1013 had arrived on No.3 Road there has literally been hundreds of man hours spent removing 50+ years of 'baked' on brake dust and railroad dirt, at this point I would like to say a very big thank you to all the volunteers who have done any scraping. The frames are being 'scraped' back to bare metal revealing original paintwork, the bare areas are then being coated with red oxide primer, this will eventually be coated with Chassis Black. (pics 3 - 8)



Picture 3 – Bogie Scraping



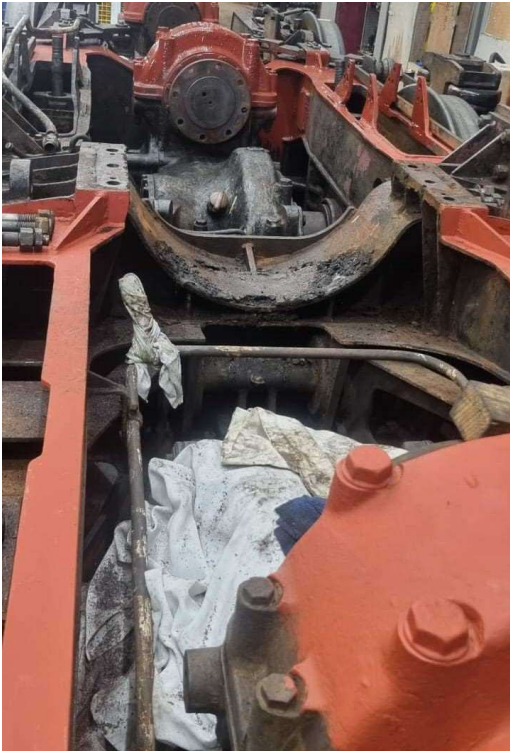
Picture 4 – Bogie Scraping



Picture 5 – Bogie Scraping



Picture 6 – Painting

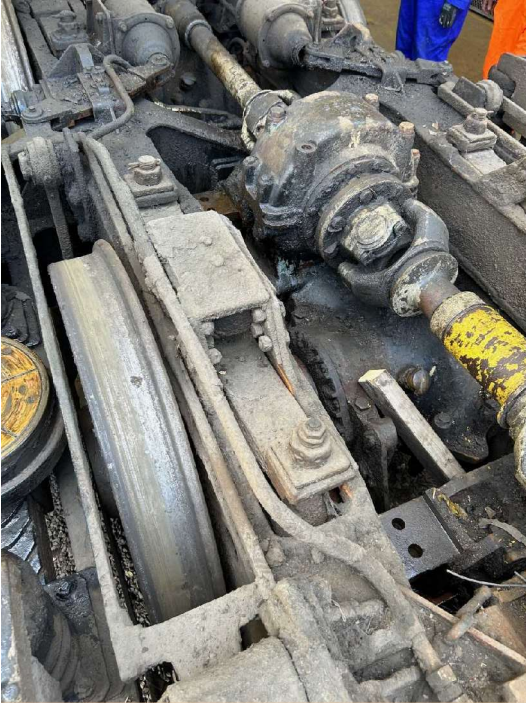


Picture 7 – Painting



Picture 8 – Painting

The WLA Team have also started to remove component parts; the first items removed were the Drive Shafts, a little 'gentle' persuasion was required, once they were out of the way, the Thrust Brackets were lifted from the Bogie - these brackets are basically used to push the loco along. (pics 9 - 12)



Picture 9 – Drive Shaft



Picture 10 – Drive Shaft



Picture 11 – Thrust Bracket

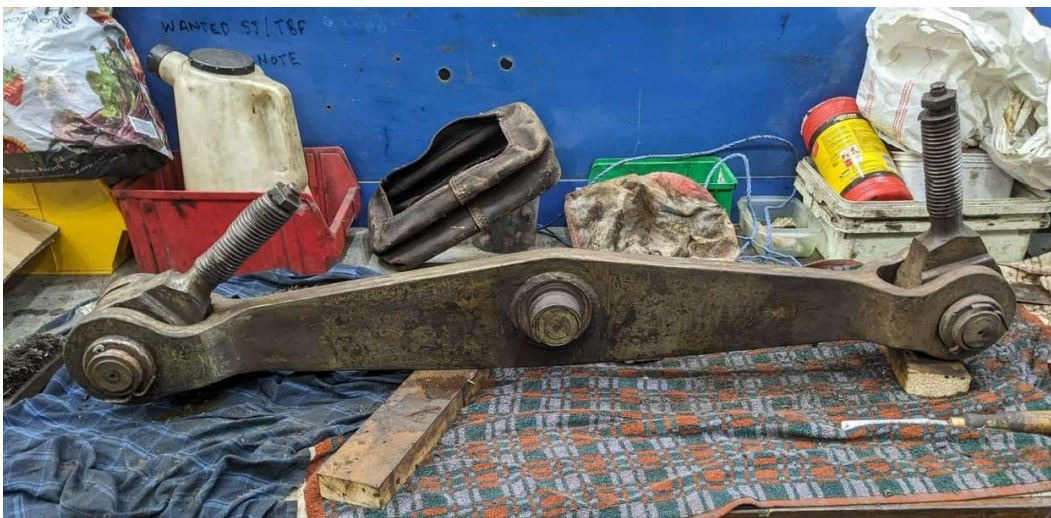


Picture 12 – Thrust Bracket

Following our in-house procedure, the next items for removal were the Equalising Beams but before attacking these items, measurements were taken for the Primary Spring heights. The 4 Primary Springs were released and then lifted clear of the Bogie. The Primary Springs sit on top of the Axlebox and there is a Locator between the Spring and the Axlebox; this Locator has a Manganese Liner welded to it - it was common for the weld on these to fail and we have evidence of this (pics 13 -16).



Picture 13 – Primary Springs etc



Picture 14 – Equalising Beam



Picture 15 – Spring Locator Liner



Picture 16 – Spring Locator

The first Equalising Beam proved quite 'easy' to remove as one of the Pedestal Brackets that supports the Beam in position had 'fallen' apart, a lack of weld penetration during the construction of the Bracket being the cause. (pic 17)



Picture 17 – Pedestal Bracket

The second Beam proved a lot more difficult to remove and needed more 'gentle' persuasion to get it out.

The 2 Equalising Beams have subsequently been taken to our Bridgnorth workshop for assessment and dismantling (pics 18 - 19)



Picture 18 – Equalising Spring Stripped



Picture 19 – Equalising Beam Worn

The 2 Brake Cylinders serving the Centre axle were also removed (pic 20)



Picture 20 – Brake Cylinder Removal

Attention then moved to unbolting and lifting out the Intermediate Gearbox (pic 21)



Picture 21 – Intermediate Gearbox Removal

The 2 Brake Cylinders serving the Inner axle were the next items to be removed (pic 22), also at the same time the last 2 Primary Springs were released and lifted clear of the Bogie.



Picture 22 – Brake Cylinders & Equalising Beams

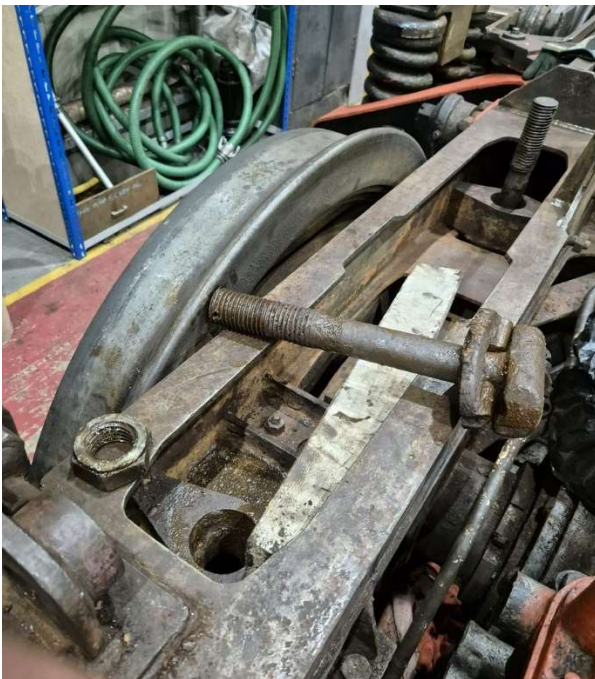
Removing the Primary Springs has exposed the Spring Hangers, one of which has virtually 'welded' itself in place, after much soaking in oil and more 'gentle' persuasion this Spring Hanger has now been removed (pic 23 -25)



Picture 23 – Spring Hanger Stuck Solid



Picture 24 – Spring Hanger Stuck Solid



Picture 25 – Spring Hanger Out!

This concludes work undertaken to date!

Thank you

Graham Gant