



76077

TODDINGTON STANDARD LOCOMOTIVE LTD

COMPONENT SPONSORSHIP SCHEME

PARTS AVAILABLE TO SPONSOR AS AT 14TH APRIL 2024

Lot No: 0049	Total Cost: £880	No of Units: 2	Unit Cost: £440
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Left driving wheel spring 1 of 2 units available

The driving wheel springs are the main form of suspension on the locomotive; they are attached to the bottom of the axle box, to support the required weight and keep the wheels in contact with the rail when undulating track is traversed.

Lot No: 0050	Total Cost: £880	No of Units: 2	Unit Cost: £440
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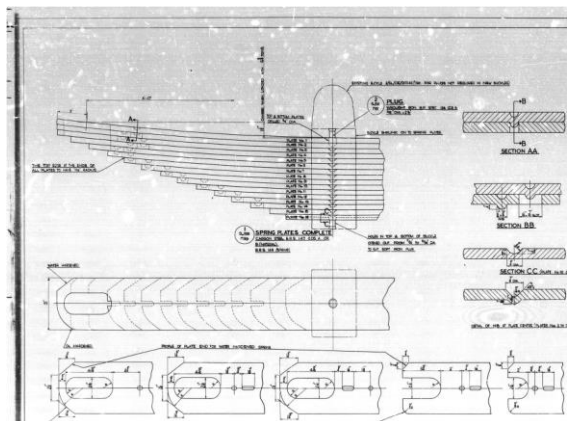
Right driving wheel spring 1 of 2 units available

Driving Wheel Springs

Details:

We have the original six springs which were refurbished many years ago but the left and right driving wheel spring leafs are in poor condition and the springs needs to be replaced before we start to operate the locomotive on the GWSR.

The springs are deemed consumable items that are normally replaced at the railway's cost but TSL must supply the locomotive to the railway in good order, so we have to initially purchase replacements.



By sponsoring these components you will be helping to ensure 76077 has a high availability to the GWSR.



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Lot No: 0067	Total Cost: £250	No of Units: 1	Unit Cost: £250
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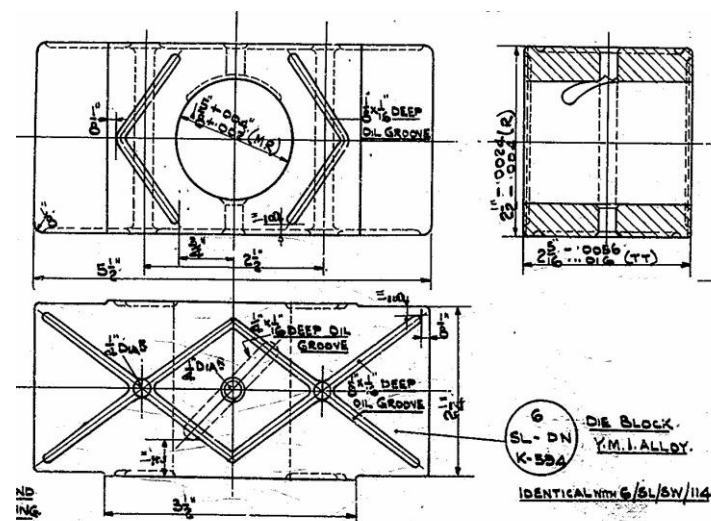
RHS Radius rod die block

Radius rod die blocks

Details:

The Radius rod die blocks are prominent components located on the outside of the locomotive which are part of the valve gear.

These components are made of bronze and slide back and forth in the slot at the rear of the Radius rod. Their purpose is to transfer the action of the reversing shaft to the radius rod which in turn alters the position of the valve relative to the setting on the reverser. Being manufactured of bronze, these components were removed soon after the locomotive's arrival at Barry scrap yard.





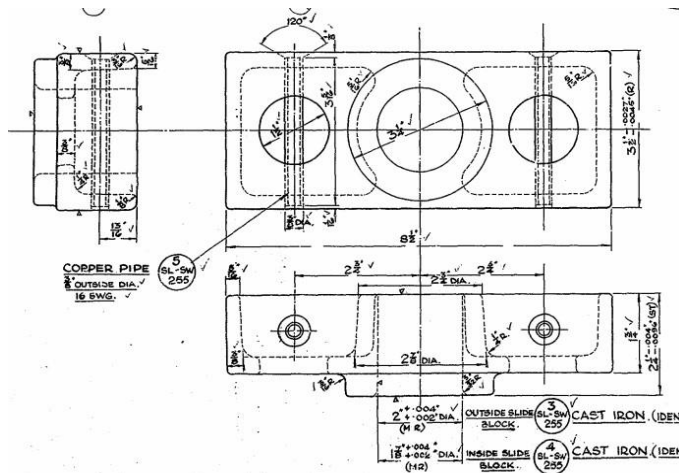
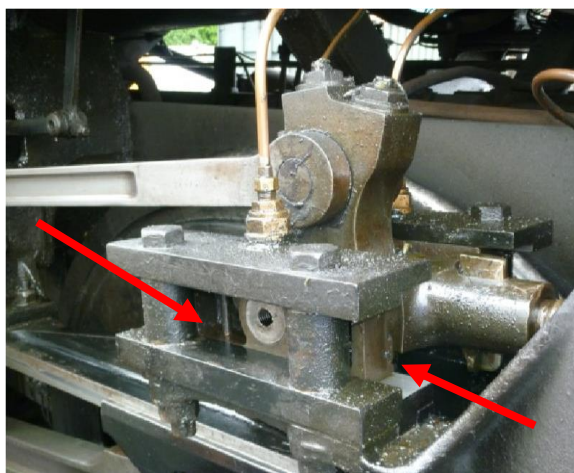
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Lot No: 0070	Total Cost: £450	No of Units: 1	Unit Cost: £450 (pair)	<h2>RHS valve spindle crosshead guide blocks</h2>
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Details:

The RHS valve spindle crosshead guide blocks were removed from the locomotive during its stay at Barry scrap yard, presumably to provide spares for another locomotive.

We are fortunate that we have the LHS set but the RHS were taken.

The purpose of these guide blocks is to support the valve crosshead and allow it to travel back and fore between the top and bottom slides as the valves move back and for. There are two guide blocks one on the outside and another on the inside of the valve crosshead.

These components are quite prominent being positioned just behind the rear valve chest on the locomotives cylinder block.



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Little End Pins (gudgeon pins) - LHS and RHS

Lot No:	Total Cost:	No of Units:	Unit Cost:	LHS
0074	£750	4	£190	

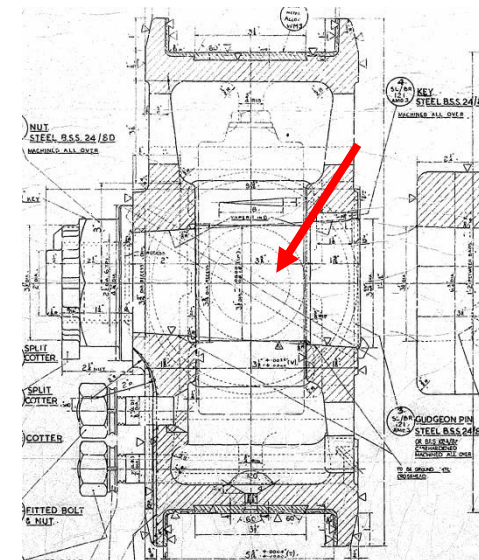
Lot No:	Total Cost:	No of Units:	Unit Cost:	RHS
0075	£750	4	£190	

Details:

The Little end pins, also known as the 'gudgeon pins', together with the nut and cotter, are the pins that connect the crosshead to the connecting rod. They are located in a prominent position in the centre of the crosshead behind the cylinders.

The pins are precision components with complicated tapers to match the hole in the crosshead that needs to be machined to a tight tolerance to ensure its security.

76077 lost its original gudgeon pins when the connecting rods were removed to tow the locomotive to Barry scrap yard.



By sponsoring these components you are helping to complete the parts needed to enable the fitting of the connecting rods to the locomotive.

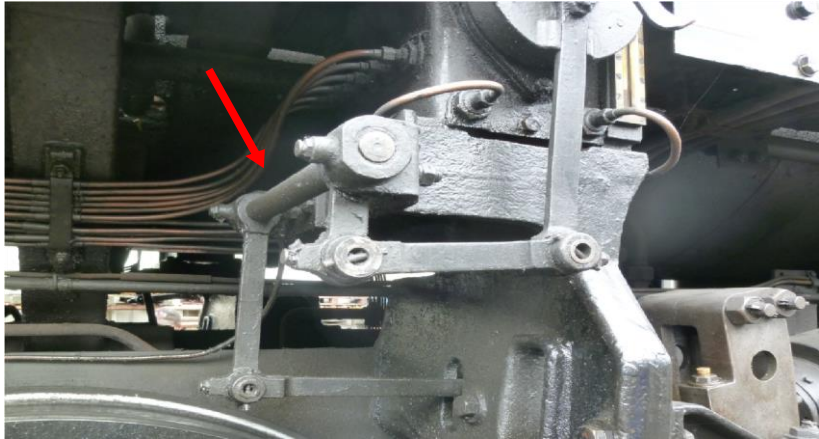


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PARTS AVAILABLE TO SPONSOR AS AT 14TH APRIL 2024

Lot No:	Total Cost:	No of Units:	Unit Cost:	
0087	£2,000	10	£200	Lubricator Drive Linkages
<p>LHS Lubricator drive linkage</p> <p>The Linkage that drives both the LHS and RHS mechanical lubricator is connected to the inside pivot point of the expansion link via a bell crank, long connection rod, drive shaft and short connection rod which connects to the bottom of the arm on the lubricator.</p>				<p>Details:</p> <p>76077 is fitted with two mechanical lubricators which feed steam oil to the valves and pistons and motion oil to the axle boxes and parts of the motion. The connection rods are fork-ended and will have to be CNC machined from solid against the original forged parts.</p> 
0088	£2,000	10	£200	
<p>RHS Lubricator drive linkage</p>				<p>Unfortunately during its long stay at Barry Scrap Yard all these parts were removed for other locomotives which were preserved before 76077 was rescued.</p>



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Lot No: 0089	Total Cost: £750	No of Units: 2	Unit Cost: £375	<h2>LH Injector water feed connector</h2>
<p>1 of 2 units available</p>				
<p>Details:</p> <p>The LH water feed connector is mounted below the cab on the driver's side. This component connects the water outlet from the tender to the locomotives live steam injectors. It consists of a bronze elbow with a screw thread onto which a flexible pipe from the tender is attached by means of a large bronze wing nut.</p> <p>Unfortunately the original parts were removed when the locomotive arrived at Barry scrap yard either to provide spares for other locomotives or as part of the scrapping process when any easily accessible non ferrous parts were removed.</p>				

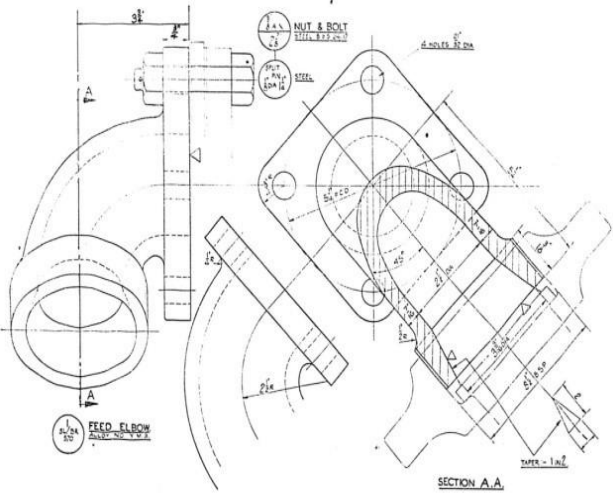
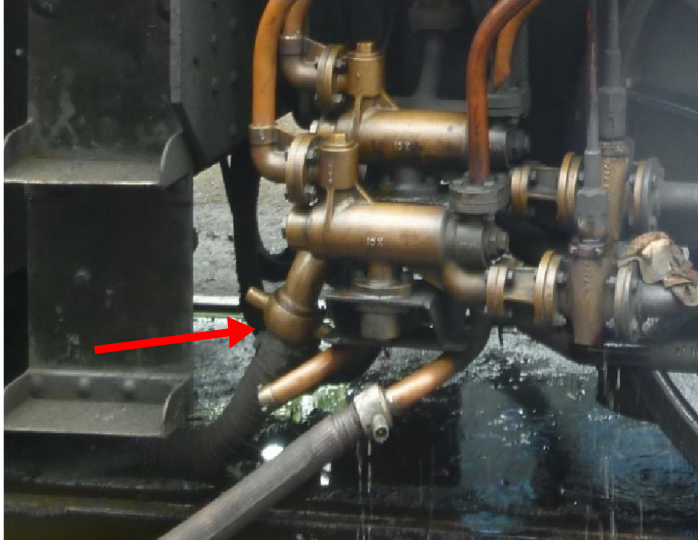


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PARTS AVAILABLE TO SPONSOR AS AT 14TH APRIL 2024

Lot No: 0090	Total Cost: £750	No of Units: 2	Unit Cost: £375	RH Injector water feed connector
<p>Details:</p> <p>The RH water feed connector is mounted below the cab on the Fireman's side. This component connects the water outlet from the tender to the locomotives live steam injectors. It consists of a bronze elbow with a screw thread onto which a flexible pipe from the tender is attached by means of a large bronze wing nut.</p> <p>Unfortunately the original parts were removed when the locomotive arrived at Barry scrap yard either to provide spares for other locomotives or as part of the scrapping process when any easily accessible non ferrous parts were removed.</p>				 



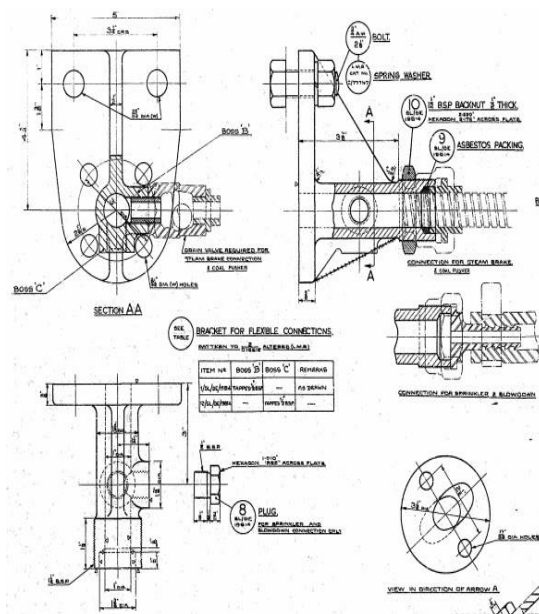
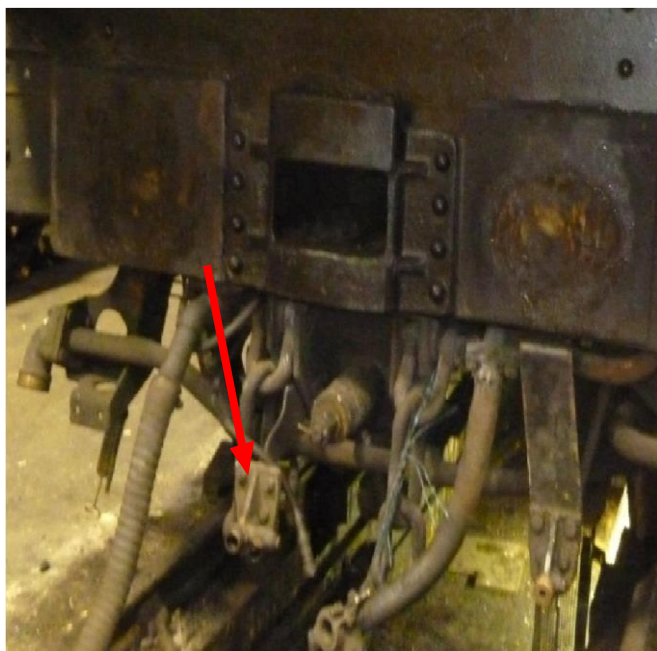
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PARTS AVAILABLE TO SPONSOR AS AT 14TH APRIL 2024

Lot No: 0091	Total Cost: £400	No of Units: 2	Unit Cost: £200	<h3>Tender steam brake connection</h3>



Details:

The Tender steam brake connection is fitted at the rear of the locomotive under the cab off a bracket attached to the brake shaft.

The tender of our locomotive is fitted with a steam brake, as well as the locomotive and this component enables the tender brake cylinder to be connected to the drivers brake valve via a flexible pipe between the locomotive and tender.

The component consists of a bronze casting with a pipe union and a drip valve to prevent water building up in the pipe work when the brake is not in use.



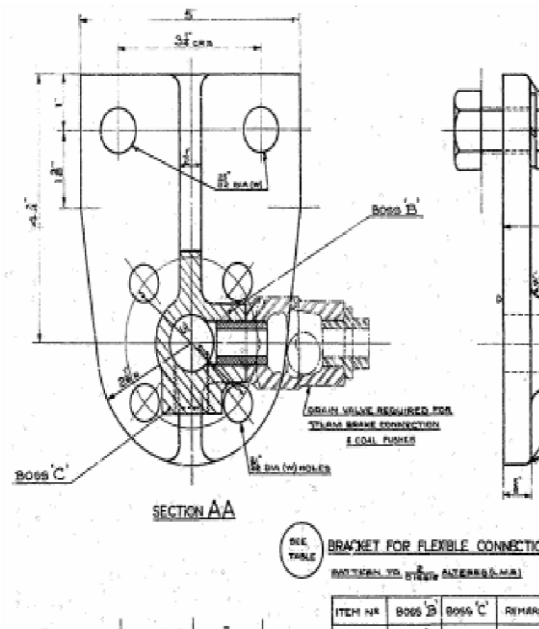
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COMPONENT SPONSORSHIP SCHEME

Lot No: 0092	Total Cost: £300	No of Units: 2	Unit Cost: £150	Tender coal sprinkler connection
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Details:

The Tender coal sprinkler connection is fitted at the rear of the locomotive under the cab off a bracket attached to the drag box.

The tender of our locomotive is fitted with a coal sprinkler which helps keep the dust down when the locomotive is running in reverse. It is fed from one of the injector delivery pipes via a control valve in the cab and flexible pipe between the locomotive and tender.

This component consists of a bronze casting with a pipe union that attaches to the flexible pipe from the tender.

It is almost identical to the tender steam brake connection but without the drip valve fitted.




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Lot No: 0096	Total Cost: £400	No of Units: 2	Unit Cost: £200	<p>Coal sprinkler control valve 1 of 2 units available</p>
				<p>Details:</p> <p>The Coal sprinkler control valve is identical to the preparation pipe control valve (lot no 0095). It allows the fireman to control the coal sprinkler in the tender which helps keeps the coal dust to a minimum when the locomotive is running in reverse.</p> <p>The supply to this valve is fed from one of the injector delivery pipes which enables water to be sprayed on the coal, via pipe work mounted in the tender coal space, whenever an injector is running.</p> <p>The coal sprinkler valve consists of a bronze body casting and hand wheel and is fitted to the locomotive cab side with a fabricated steel bracket next to the prep pipe valve shown in the photo.</p>



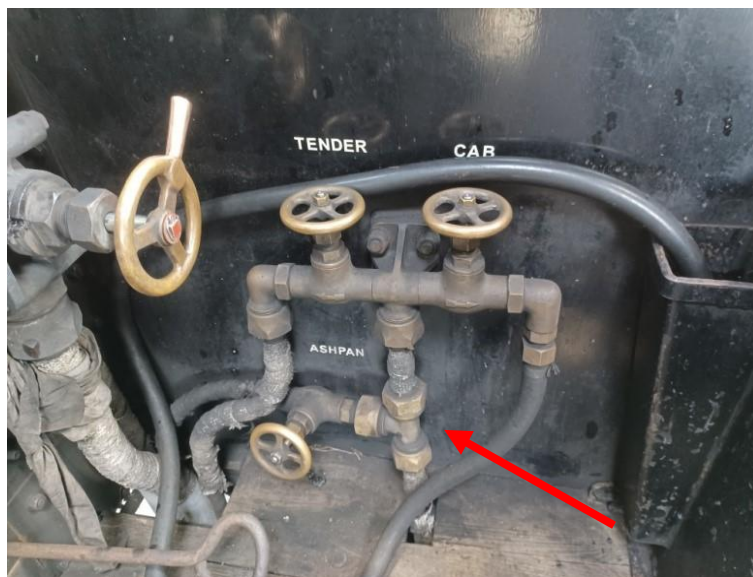
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Lot No: 0097	Total Cost: £400	No of Units: 2	Unit Cost: £200	Ash pan sprinkler control valve
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Details:

The ash pan sprinkler control valve allows the fireman to damp down hot embers that fall through the fire grate into the ash pan. This helps prevent damage to the ash pan which can warp if it overheats and reduces the risk of a lineside fire being caused from hot embers dropping through onto the track.

The supply to this valve is fed from one of the injector delivery pipes enabling water to be fed into the ash pan whenever an injector is running. The ash pan sprinkler valve consists of a bronze body casting and hand wheel and is fitted to the locomotive cab side with a bronze casting piece.



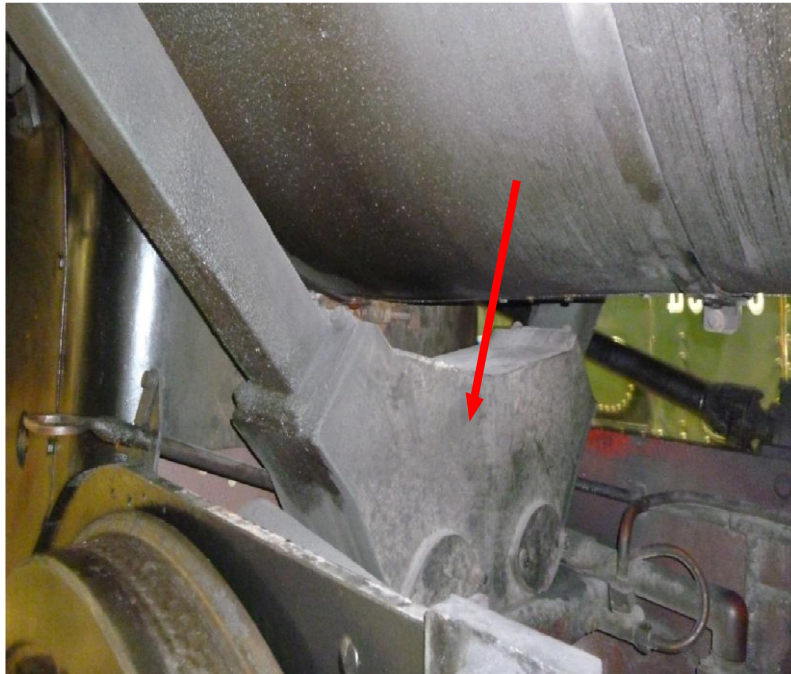
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Lot No:	Total Cost:	No of Units:	Unit Cost:	
0099	£600	2	£300	<h3>Trailing Sand Box</h3> <p>Details:</p> <p>Both Leading and Trailing boxes are mounted on top of a horizontal frame stretcher between the locomotive's frames. Their purpose is to hold the kiln dried sand that is used to increase the adhesion of the wheels when working on steep lines or in times of poor weather.</p> <p>Manufactured from welded steel the sand boxes consist of a main box, two filler tubes that go up through the running boards and two lids that stop water entering the sand box.</p>





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Lot No:	Total Cost:	No of Units:	Unit Cost:	
0101	£750	2	£375	Tender water scoop dome
<p>1 of 2 units available</p> <p>Details:</p> <p>The Tender water scoop dome is a prominent part located on the rear of the tender.</p> <p>Its original purpose was to enable water that was picked up on the move via the water scoop to be deflected into the main water tank.</p> <p>Its secondary purpose is to ensure that a vacuum doesn't build up in the tender when the water is being injected into the boiler.</p>				<p>Although not required until we build our own tender we have taken advantage of batch production to secure this item for the future.</p> <p>Formed of flanged steel plates this is a very difficult item to manufacture, hence the early purchase.</p>