



·76077·

Boiler

Component Sponsorship Scheme



Boiler no. 1052 was one of the earliest built for the class and made at Darlington in 1953

**For any enquiries on this component sponsorship scheme
please contact**

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Thank you for your support

Lot No: B002

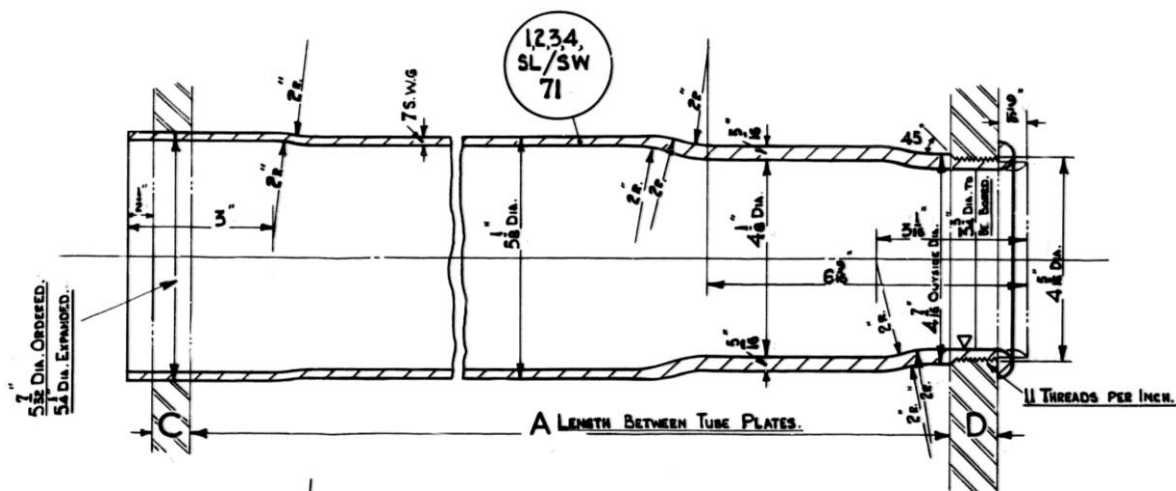
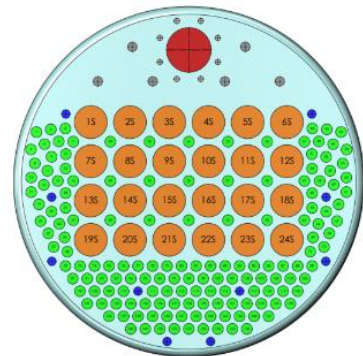
Superheater Flue Tube

Details:

There are 24 superheater flue tubes fitted in 76077's boiler which are shown in orange on the tube plate diagram below. This sponsorship is for one tube. These tubes are made from solid drawn steel to the required standard for pressure vessels. Each tube has a bottle end welded on to the main tube which is threaded to suit the firebox tube plate. Once welded then the welds must be X-rayed to ensure the weld is good.



The cost of sponsoring these tubes includes the machining of the bottle ends, welding, X-raying, tapping of the holes in the firebox tube plate and the actual fitting process which involves screwing them into the firebox tube plate, expanding both ends and beading in the firebox



Total no of units	:	24 [14 available]
Unit Cost	:	£1,000

Lot No: B003

Smokebox Tube Plate

Details:

The smokebox tube plate (shown separated from the boiler in this CAD image), is fitted into the front of the parallel barrel section of the boiler. The smokebox tube plate consists of a flat steel plate with a flange which can be either pressed over a former or fabricated by welding on a steel ring. A series of holes are accurately marked and drilled to suit the tubes, longitudinal stays, washout plugs and the main steam pipe. Due to the high cost of this component, the sponsorship has been broken down into 15 units of £500 each.



The cost of this sponsorship includes both the manufacture of the tube plate and installation into the boiler and includes fitting approximately 100 rivets to secure it to the boiler barrel.

Total no of units	:	15 [11 available]
Unit Cost	:	£500

The following lots have already been sponsored and are no longer available:

Lot No: B004 – LHS Clack Pad

Lot No: B005 – RHS Clack Pad



The clack pads are steel bosses which are mounted on the top part of the parallel boiler barrel section. Their purpose is to enable the fitment of the boiler feed clack which is a non return valve feeding water from the injectors into the boiler. The components are machined on the rear to match the diameter of the boiler and on the front to suit the clack valve.

Lot No: B006

A pair of copper boiler stays

Details:

To join the inner and outer firebox plate work together and stop the metal being deformed by the pressure within the boiler, stays are used. There is one of these stays fitted to approximately every 4 square inches of unsupported flat plate work. BR standard locomotives were built with predominantly Monel metal stays but copper was also used in areas more prone to flexing.

This sponsorship is for a pair of copper stays. Copper is used for its flexibility and corrosion resistance, but the correct grade is difficult to source which makes it expensive to buy. To ensure a good seal each stay has to be accurately machined from round bar to the correct thread diameter (within 0.001”) for the hole it’s destined for. The thread at each end of the stay must also be in pitch so as to enable it to screw into position.



The cost of this sponsorship includes both the manufacture of the stays and installation into the boiler including re-tapping the hole and tooling over the stay head to effect a good seal



Total no of units	:	20 [8 available]
Unit Cost	:	£120 each pair

Lot No: B007

A pair of Monel metal boiler stays

Details:

To join the inner and outer firebox plate work together and stop the metal being deformed by the pressure within the boiler, stays are used. There is one of these stays fitted to approximately every 4 square inches of unsupported flat plate work. Originally BR standard locomotives were built with predominantly Monel metal stays but copper was also used in areas more prone to flexing.

This sponsorship is for a pair of Monel stays. Monel is an alloy of nickel and copper and very expensive to buy. To ensure a good seal each stay has to be accurately machined from round bar to the correct thread diameter (within 0.001") for the hole it's destined for. The thread at each end of the stay must also be in pitch so as to enable it to screw into position.



The cost of this sponsorship includes both the manufacture of the stays and installation into the boiler including re-tapping the hole and final caulking to ensure it seals effectively.



Total no of units	:	20 [15 available]
Unit Cost	:	£150 each pair

Lot No: B008

Set of 3 patch screws

Details:

There are 120 rivets that require replacement in 76077's firebox predominantly in the corner lap joints. This is due to the fire corroding the heads of the rivets to a point where their structural integrity is in doubt. Where it's not possible to access both sides of a rivet to replace it, then a patch screw has to be used.

A patch screw is a threaded alternative for a rivet which is custom machined with the correct diameter thread to suit the hole it's going to fit. The patch screw has a relieved section above its head so when it's screwed down to a certain torque this redundant section snaps off leaving a finish that looks just like a rivet head.



This sponsorship is for a set of three steel patch screws and includes the cost of removing the old rivet, tapping the hole, cutting a seat for the head of the patch screw, screwing in the patch screw and finally tooling over the head with a pneumatic tooling gun to effect a good seal.



Total no of units	:	40 [37 available]
Unit Cost	:	£120 for set of 3