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61662 NEWS UPDATE N0. 31 & 32 (July/August 2014)

(photos KL Collection)



Good progress has been made repairing the right hand side coping plates on No.61662's tender this month with most of the welding and riveting completed and a coat of red oxide primer now applied. Ian Rough is seen above welding the beading back into place on the front plate with the first few rivets already fitted.

With the second and third plates securely clamped into place I was able to start drilling out holes for the rest of the new rivets. One of the long sections of beading removed from the old coping plates can be seen on the scaffolding planks behind me. This was cleaned up and straightened out ready for re-use. The third photo on this page, taken from inside the cab, shows the front coping plate temporarily bolted to the side of the tender, ready for cutting and profiling.



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61662 PROGRESS Continued

(Photos KL Collection)

The following week, work continued on welding the beading back into place and riveting the coping plates to the tender side sheets and by the middle of June the right hand side was looking much more respectable. Around half the rivets had been fitted and it was decided that we should take some time out at this point to get some red oxide primer onto the bare metal. We'd been very lucky with the weather in mid-June but heavy rain had been forecast – luckily the paint had a full day and night to dry before the deluge started !



We've been asked a couple of times about our decision to rivet the coping plates to the side sheets rather than weld them flush and this was only done after careful consideration.

There were several different types of tenders fitted to the LNER 'Footballers'. Nos. 2862-2872 were originally of all-welded construction and the coping plates were integral with the tender sides. However, Nos. 2848-2861 had an earlier pattern with the coping plates riveted to the outside of the tender side sheets. This can easily be seen in photographs. The tenders were swapped around on a fairly regular basis and we have photos of 'Manchester United' running with a riveted tender. We therefore decided that the most cost effective way to repair our tender in the short term was to rivet the new coping plates to the side sheets. This will prevent further deterioration and make the tender much more presentable to our visitors.

The right hand side has now been repaired using this method and the left hand side has been patched up internally. It will be fitted with riveted coping plates to match the right hand side as time and money allows and both sides will receive a coat of Brunswick Green.



Recent pruning of the trees adjacent to our work area at the Mizens Railway has enabled us show some new views of No. 61662's tender and cab as they now look today. By way of comparison, I've included a photo of the tender as was before we rescued it from the scrapyard last year, in rusty condition without wheels.

There are still a fair number of smaller jobs to continue with on No. 61662's tender but now that we have made some demonstrable progress we intend to focus our main fund raising efforts on starting to build the locomotive itself. This will obviously be a mammoth task but if we can obtain just a small donation from all the Manchester United football supporters and railway enthusiasts interested in our project then I'm sure we will succeed.

New members are needed and people who are able to help with fund raising or practical work on the tender will be particularly welcome. If you can help in any way, please contact us via our website <http://www.engine61662appeal.co.uk/> or email direct to project.leader@engine61662appeal.co.uk We still have a long way to go but thanks to your continued support we are getting there !