

## BEV WR5 Baby Jane restoration / recommissioning - Andy Kemplen – Control Box Latest Report

Following on from what I said were my next tasks in the previous article - I marked, drilled and tapped a hole to fit a cable clip to hold the internal loom away from the moving parts of the switch gear. There will be five more of these which I have marked but cannot drill until I strip down the control box for its final assembly where I will make sure all the fastenings are correctly installed and all the lock washers, grub screws & split pins are in place



I have also made a big leap in getting closer to completion by making a start on creating the bulge to accommodate the arc chutes. This was a task that I was rather nervous to make a start upon – I have to cut up the control box top cover !

On a nice sunny day I set up my 'black and decker workmate' behind my garage, clamped down the cover and set about it with a slitting disc on my angle grinder. Prior to this I had used a marker and a rule to plan out and mark up where the cuts needed to be so as to give a ½ inch clearance around the arc chutes.



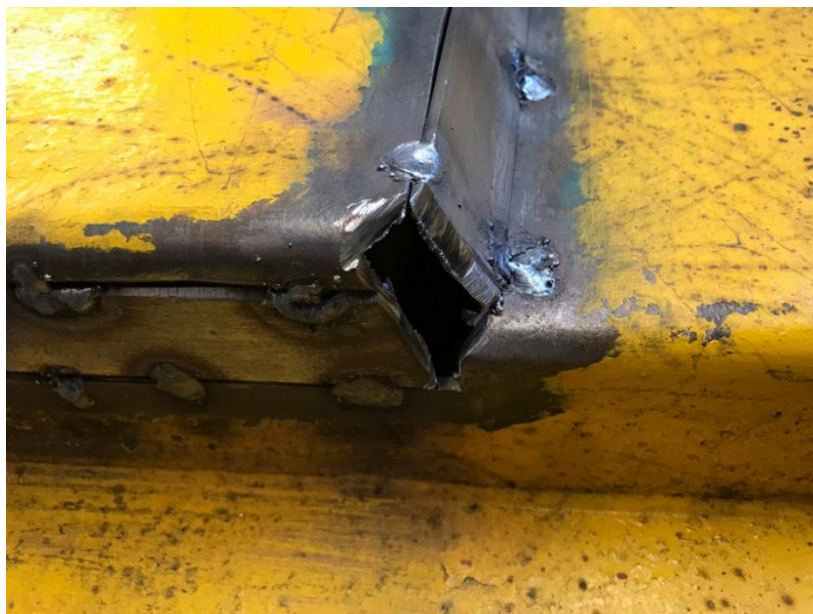
In just a few minutes, with a whole lot of noise and showers of sparks it was done – a large chunk of the cover was detached !

As you can see I then trimmed 3/8 of a inch off the piece I cut out so the top and bottom surfaces of the bulge would be sloped – in the first picture it is placed on a piece of wood a top the arc chutes so as to space it up to its finished location. I then sourced and cut to length pieces of steel plate to make the cover side extensions and the bulge top and bottom.

I then went up to the running shed on a Sunday steam day to be 'Shedmaster' and tack welded the four pieces to the lid and cover – it has started to take shape.



As you can see this leaves the corners open, what I plan to do and have started to do, is to cut them back at 45 degrees and add a small plate to the corner.



When it is all seam welded, I will grind, file and shape the edges to give a smooth-edged shape which you will be able to see in the next instalment.

Another task I completed whilst at the running shed was to label and clean the cable terminals that will attach the motor field coils, commutator and speed resistor to the control box – I have labelled them as previously labelled; some had their original tags on and some had hand written paper labels

that were in a very poor condition, but they did correspond to the naming convention upon the wiring diagram; having said that I still plan to remove the battery box upon the locomotive and confirm that they are correctly labelled, especially the two resistor wires before commencing the testing.



We don't want a big flash bang when we join it all up !

Andy.