

ARIEL CORRECTION LIST

15-1-1995

Sheet	Description
1	Holes in bogie sidebrackets should be 3/32" dia. NOT 13/32"
2	Driving Wheel; 23/32" is overall width.
2	Trailing and Tender axles show 4" between seats, this should be 4 11/16".
3	Spring brackets are alleged to be too weak at end holes, it is suggested that a little bracket be silver-brazed on inside, also holes need opening out to allow springbolts to move.
3	Mismatch of hole on stretcher behind drive ctr, LHS. Note added to drawing.
3	Bearings for expansion links to be drawn.
3	Inside Motion Plate, crossplates. At top, mix up in measurements. 17/32" dimension should be 17/32 radius from centre of 3/16" radius peculiar-shaped hole.
4	Reversing Screw End Cap shown with 1/4" hole, should be 5/32" to match screw.
4	Reverse screw bracket is for WC not MN. This was the only drawing that I had.
4	Same applies to outside motion brackets. If anyone has the correct drawings for these I will re-draw them.
* 4	It is claimed that the middle frame stay is in fact upside down. Looks OK to me, any ideas?
4 & 14	Reverse screw bracket brake lugs at centre for MNs, thus upper levers for brakes can be all identical.
5	Distance from LC smokebox to LC motion should be 6 3/4"
5	Rivet holes in straight line on front buffer beam. They are not visible from front of loco, and are staggered for easier rivet clearance. I certainly didn't alter the official drawing for fun.
5	The holes shown in the frames "to match inside motion bracket (L.H.S. shown)" are drawn 9/16" too far back.

5 A note re frame holes in common for some horns and brackets has been added to master drawings.

5 Running plates do not have cut-outs like the brackets do. Cut-outs on brackets are to clear bends.

6 Offset of fork/tongue joint on coupling rods not dimensioned; should be $3/64$ " off centre-line.

* 6 Coupling rods not fluted on rebuilds, they were fish-bellied without flutes. Dimensions at present not available.

6 & 7 Main Guidebars/Crossheads $13/16$ " wide.

6 Size of holes in Drop-Arm wrong. Drill to clear studs, No. 39.

7 Measurements of weighshaft alleged incorrect. Overall of assemblies ARE correct, but individual weighshaft sections allow for trimming after silver-brazing. A note to this effect has been placed on the drawing.

7 It is suggested that excess swing is present on expansion links etc., but no figures are given. This valve gear layout was copied very carefully from the full-size valve gear drawings.

7 Layout of outside valve gear; $2 \frac{27}{32}$ " should be $12 \frac{17}{32}$ ".

7 $3 \frac{1}{4}$ " drive ctr to weighshaft ctr should be $3 \frac{13}{64}$ ".

7 Cut-out scallop on lower guidebars to clear crosshead.

8 Valve rods, covers, glands, valve guidebars, have been at ME office for several years now, apparently lost.

8 Cylinder centres shown as $7 \frac{1}{8}$ " should be $7 \frac{1}{16}$ ".

8 Dimensions shown in little box for piston valves incorrect: outside valves should be 3 " o/a with inner portion $2 \frac{3}{16}$ "; inside valve should be $2 \frac{11}{16}$ " O/A and inner portion $1 \frac{7}{8}$ ".

8 Bissel truck inside measurement shown as $2 \frac{21}{32}$ ", should be $2 \frac{1}{2}$ ". Shown correctly at RH end of drawing.

8 Outside cylinder casting very tight on machining allowances at 3 " long; it is suggested that this be made $3 \frac{1}{8}$ " long., which also gives better clearances for piston/covers.

? Inside cylinder casting also tight on machining allowances at 3 " long; it is suggested that this be made $3 \frac{1}{8}$ " long., which also gives better clearances for piston/covers.

11. Combustion chamber 3 13/16" long; not 2 13/16".
- 11 & 13 Water gauge bush positions as on correction, (Sheet 13), not as boiler drawing. Boiler details are scattered over several sheets, naughty, but not my doing. Reference to this added to Drg.11
- 15 It is suggested the reversing screw is too weak at 5/32" core dia. This may well be so, but it is "to scale". Could be made 9/32 " O/D , with 3/16" core dia. If you do this, alter various bosses to suit.