

# The Bluebell Standard

Newsletter of the Bluebell Railway Standard Class 2 Project

Issue 15 Summer 2013

## Locomotive Report

In this, the fifteenth issue of our newsletter for supporters of the project, we report recent progress.

The continuing pressing demands on space have prevented returning the loco' to the workshop as we had hoped in order to complete the riveting of the front drag-box and buffer beam. The loco' remains in the running shed where it is more accessible to the public but is less easy for us to work on. We have used some of our "tea" money to purchase portable flood lights.

The front tank support brackets have been mounted on the frames just to the rear of the steam chests and fitted bolts driven in and secured. The front sand boxes, which have been overhauled and fitted with new covers and joints, are ready to be mounted.

A drawing for the hind sand boxes, which are of a different design to those on 78059, has been obtained.

The platform plates over the cylinders have been fabricated by Fleet Tip and delivered to Sheffield Park.



Platform Plates on arrival at Sheffield Park

These have been painted for protection and trial fitted. Our aim is to complete preparations in this area before mounting the fully refurbished and tested Wakefield Lubricators and commencing the installation of lubricating and atomising oil pipework. Two filler caps for the lubricators were obtained from the East Lancashire Railway and have been machined and fitted.

Cleaning out the area between the steam chest and frame plates and painting to reduce corrosion is on-going. Some heavily corroded steam inlet studs are being removed and replaced before

the platform plating is secured. The steam exhaust passages have also been cleared of corrosion debris.



Trial fitting of RHS Platform Plate

Rather unexpectedly, some small but significant discrepancies have been found in the drilling of the platform plate securing screw holes in the steam chests as compared with the SL/DE drawings. We also found an incorrect dimension on the Frame Arrangement Drg for 78059 for drilling these securing screw holes.

The two mounting boards for the Hind Pony Truck Frame casting have been made to suit the foundry's standard moulding boxes and Roy and Syd have begun to prepare and secure the different pattern elements to them, and to prepare core boxes.



Part of the Hind Truck Frame Pattern

Thanks to the Archivist of the Historical Model Railway Society (based at the Midland Railway Centre) Peter Winstanley of BRSLOG has been able to obtain for us an authentic drawing of the Top Frame Casting (rear), enabling us to dispense with the drawing we had managed to prepare from a variety of sources for this casting. Other drawings we need, including one of the pony truck reins, are also available.

The casting of the Hind Pony Truck Cradle has presented some issues which are currently being resolved. We will report progress in a future newsletter.

We are very glad that David Oakley continues to machine items for us. Work has commenced on the first pair of the new Horn Guide Liner Mounting Plates. An order for the fabrication of the remainder will be confirmed if these prove satisfactory on inspection. A complete set of Manganese Steel liner plates is available for fitting in due course.

The machining of a pair of brake-shaft brackets with their split yellow metal bushes has been completed.



Brake Shaft Bearings (prior to finishing the studs)

A second set of bushes for the Class 3 Project has been delivered to them.

Earlier in the year, Chris Wren and Brian Turner, a newcomer to the team, started to restore the fire-door assembly and operating gear taken from 78059.



Brian Turner contemplates the Fire-hole Restoration.

A new mounting plate has been fabricated and the door rails and operating linkage restored, with new pins as necessary.

We are attempting to repair the original cracked fire-doors having taken advice on the choice of welding consumables. If these repairs are not successful, new castings will be required.



Fire-Door assembly nearing completion.

## General

Unfortunately the joint project with other groups at Sheffield Park to achieve a better work area and space for additional containers to the north of the Atlantic Building seems to have stalled. However, there are indications we may succeed in getting a lay-down area to enable the re-building of the Front, and later the Hind, Pony Trucks.

We continue with our primary target to re-wheel the engine.

It is hoped that a quote for new springs will be available in the near future.

## Fund-raising

We set up our stall for the one-day Toy and Collectors' Fair at Horsted Keynes in April. This raised a useful contribution to our funds and gave us the opportunity to let the public know what we are doing. Our thanks are due to those who give us books and other items to sell. We would like to thank Barry Jones in particular for his generosity and interest in the Project and to those on the Railway who are good enough to allocate us funds from events. We are looking forward to the two-day event in July.

Thanks are due to all the working volunteers, some of whom come a long way to help, to workshop staff and to those on other projects, particularly from the Atlantic and Sir Archibald Sinclair groups, for their willing help and advice.

We are particularly grateful to all our regular and occasional donors, to whom this newsletter is really addressed, and to those who help in so many ways in support of our publicity and fund raising efforts.