

84030 Rebuild Project

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After a long time away from Sheffield Park - apart from a couple of times last November - the group has at long last been able to get back to work on the loco. Due to continuing Covid restrictions access to the railway is currently controlled to set days and limited numbers.

On our return the engine was fully checked over and after such a long time being outside, other than the protection provided by the polytunnel, it was found to be in surprisingly good condition with very little deterioration other than a little rust on some of the more exposed areas, which can be easily removed.

An existing 500kg rated mobile gantry that had been out of use for some time and then condemned by the inspector until overhauled and re-tested, provided us with the opportunity to carry out the overhaul and hopefully following the inspector's approval will allow us to carry out future work such as assembly of the pony trucks, bunker assembly etc. without moving the engine from its current position or using workshop space.



Gantry Under Overhaul

Just before shutdown we successfully completed a trial installation of the reversing gear and have the main items for the brake gear identified therefore, when time and resources allow, we can start final assembly of both items.



Trial Fitting of Reversing Gear

We are waiting for the axle boxes of the leading pony truck to be machined; this hopefully will be carried out early next year. On completion we would then be able to complete the truck overhaul and assembly. Once the front truck is completed, we intend to turn our attention to the new trailing pony truck, luckily, we already have a wheel set, unmachined axle boxes, and swing links.

We are continuing with the preparation of drawings for both the side tanks, cab and bunker and have recently placed an order for some of the bunker panels which will allow for assembly to start. It is hoped to visit the Watercress Line in the not-too-distant future to view their Ivatt tank engine to study the bunker and cab assembly.

After such a long time away from the railway obviously progress on the rebuild project came to a halt and some of our working group, for a number of reasons, have been unable to return. To get back on track and get this engine running on the Bluebell more volunteers are needed. If you are interested or know somebody who would be willing to join our team, please ask them to contact Chris Wren by email on "ccwren (at) gmail (dot) com".