



84030 Rebuild Project



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2023 was a challenging year as being located outdoors we were confronted with a heat wave, thunderstorms, high winds and torrential rain but despite the weather considerable progress was made on the rebuild of 84030.

It started with the production of manufacturing drawings for the side tanks and ended with the completed tanks delivered and positioned on the frames.



Side Tanks in their final position

The bunker was started and is now well underway, again we started from scratch with manufacturing drawings having to be produced. In addition to the bunker the tool box mounted on the shelf of the cab side bunker panel is now near completion.



Cab Side of the Bunker showing the shelf which the Tool Box sits on



Tool Box under construction with one door fitted

What for 2024? The first priority is to complete the bunker, as can be seen from the photos here the righthand side inner and outer panels are now in position and ready for welding and then the drilling and riveting of the angle iron strengthening bars. The lower lefthand side panel has been trial fitted and will follow on once the righthand side has been completed. It is planned for the bunker to be complete by this summer and then we will start on the cab.

Bunker righthand side panels ready for final welding



View through the shovelling plate door showing the completed shovelling plate, hinge locations for the doors and bracket for the hand brake

For the cab, again manufacturing drawings will have to be produced. These are now under way with both Nick Wren and Vic Short getting stuck into deciphering the existing BR drawings before producing profiling drawings for all of the panels. Once complete we will be able to go out for costs. It is hoped the building of the cab will be well under way before the year is out.

Another area our attention is being drawn to is the axle boxes for both the front and rear pony trucks and in the case of the rear truck the casting of the top frame. For this we will consider a single contractor to produce a pattern, cast and machine the frame. To build the pony trucks space will need to be found in the workshop and the expertise of the workshop staff will be needed.

It is hoped that the boiler will be moved to Sheffield Park so that some TLC can be employed on it, but this is subject to space being made available in the yard. The boiler had been at Horsted Keynes but now finds itself in a siding at Kingscote!

So, there is plenty to keep us more than occupied in 2024, progress will be quicker with more volunteers, plus the project can only progress by providing a stream of income, one way is by a donation(s). Please see our web page on the Bluebell Web site under department news, loco works.

If you know anyone interested in joining the working group especially if they have an engineering skill, please ask them to contact me, Chris Wren on ccwren@gmail.com