

# The Bluebell Standard

Newsletter of the Bluebell Railway Standard Class 2 Project

Issue 12 Autumn 2011

## Locomotive Report

This, the twelfth issue of our newsletter for supporters of the project, has been held so that we can report the transfer of the frames from their place in the yard into the Locomotive Workshop at Sheffield Park.



The lift

A week earlier the cover conserving the frames had been removed and on 1<sup>st</sup> December the frames were lifted from the location alongside the Atlantic building onto accommodation bogies to be rolled into the Workshop. The new vertical stretcher, which was inserted temporarily to strengthen the frames for the lift, may be seen at the rear.



Steve Squire eases the frames into the workshop



Setting the frames on stands

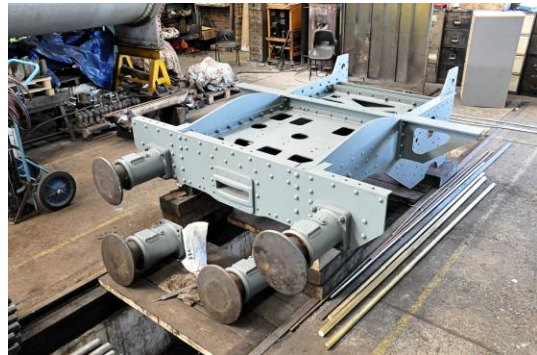
The frames have already been transferred to stands in preparation for alignment with the rear extension.

The remaining hot riveting of the stretcher to stretcher flanges was completed by James and Darren in July.



Hot riveting nearing completion

The frame extension has been ready for some weeks and is waiting complete with the pony truck centre, draw-gear pivot plate, brake cylinder and buffers. The weld preparations on the rear edges of the frames and forward edges of the extension have also been completed.



The rear extension module and front buffers ready

Whilst the crane was on site and in readiness for the completed frames leaving the workshop, two of the three coupled wheel sets were also lifted out.



Two wheel sets being set down in the yard.

## Other News

After some time in the yard it was clear that the front drag-box needed to be blast-cleaned to remove surface corrosion prior to further work.



Front drag-box and draw-gear rubbing plate

This was undertaken by a local firm and the welding and machining of the drag-box has now been completed in the workshop.

The truck centre from 78059 has been trial fitted to the drag-box pending the making of the required fitted bolts. A new front draw-gear pivot plate has been cast by a local foundry using a pattern made by Roy Stirling.



Pivot plate pattern set

The front buffer beam has been drilled and stiffening angles prepared. Spacer plates and fastening bolts are also ready for the front buffers. The front drag-box will be inserted and the front buffer beam and buffers fitted whilst the frames are in the shop. A survey of the required hot rivets and fitted bolts is under way. Allowances will be needed to suit the re-use of existing holes. A recent survey of the frame plates, which would have taken the brunt of the shunt at Barry that damaged the original and now discarded front buffer beam, suggests there will be no problems in fitting the new drag-box and buffer beam. However, preparing for and fitting new fastenings with the front buffer beam gussets in place will present some difficulties.

Drawings for the fabrication of the Hind Radial Arm Support and the Injector

Mounting Bracket have been prepared and issued with a request for quotation.

The lower face of the radial arm support stretcher has been machined and the trailing wheel rear spring brackets drilled in position in readiness for hot riveting. The first of the two water tank support girder fabrications has been set up for machining.

The Essex Gang have continued with their programme of painting the frames and other parts.

The brakeshaft bearing housing and cap castings have been completed and await machining.

Work on the replacement of the worn and corroded horn guide face and side liners continues. The coupled wheel set bearing faces have been measured to enable the work required on the axle boxes to be assessed.

The creation of the missing drawing for the rear pony truck frame casting nears completion. Thanks are due to Peter Winstanley who runs the BRSLOG drawing service for help with details.

## Fund-raising

We set up our stall at the Toy and Collectors' Fair at Horsted Keynes in July and at Sheffield Park during the Vintage Train Weekend in November. Selling books and other articles this way raises funds and gives the public the opportunity to see what we are doing. Our thanks are due to those who give us books and other items. We would like to thank Barry Jones in particular for his generosity and interest in the Project and to others on the Railway who are good enough to allocate funds from events.

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.

There is a sense that the project is at a tipping point in recreating an engine that will be both of interest to members and visitors and very appropriate for use on the Bluebell Railway.