

The Bluebell Standard

Newsletter of the Bluebell Railway Standard Class 2 Project

Issue 5 Spring 08

Locomotive Report

This, the fifth issue of our report and newsletter for supporters of the project, includes the more difficult part of the year for outdoor work on the engine. However progress has continued with both machining and assembly work. Derek Barlow has now completed machining the faces of three of the rear stretchers and has drilled the holes needed for initial installation between the hind extension frame plates. Work continues on the rear pony truck stretcher, which has been set up in our work area outside 84030's container, to get that assembled and ready for machining. The cross-stays and main stretcher plate have been fettled to remove protruding welds and set and tacked into position. A press tool has been made to enable the longitudinal stays to be hot bent and other sections of plate

have been cut prior to assembly. As soon as the rear stretcher goes into the workshop, the rear buffer plate and hind extension frame plates can be moved across for marking out in readiness for drilling. Nick continues with machining brake pins.



Rear Pony Truck Stretcher and Cross Stays

The winter weather has enabled progress to be made with the preparation of drawings for the left hand and right hand tank supports, which will be needed after frames have been extended. Close inspection revealed that the drawing for the right hand support girder was of an earlier issue date than that for the left hand support. Not only is the left hand tank support girder a more complex fabrication due to the reversing gear support bracket, which sits above it, but it transpired on close inspection that details other than those associated with the reversing gear had been modified, simplifying the fabrication and improving the design. Since 84030 follows the last of the series, the later details have been adopted for the right hand support as well as the left hand one. Following a detailed review of these drawings they will be ready to issue with an enquiry for fabrication off site.

This winter the frames have quite clearly benefited from being completely covered. Last Autumn we were fortunate to acquire a supply of specialised pallets, which have yielded good lengths of timber, as well as an abundance of unwanted nails. Sufficient roof trusses were made up and two uPVC sheets and shock cord donated to cover and protect the complete length of the frames and smoke-box saddle, which had been deteriorating despite being painted. We hope also to be able to erect a shelter at the hind end of the frames to provide some protection for the assembly of the frame extension.

Angles have been obtained from a steel stockist to make up the buffer beam stiffeners and connections to the frame plates. As the standard sizes used by British Railways are no longer available, we are making selections from present day standards that will give us the same overall stiffness and strength. We are finding that the quality of some of this material is sub-standard, something that the stockist refuses to acknowledge. Nevertheless, some more angle has now been supplied at no extra charge to the project, which although still sub-standard, will meet our requirements. The lesson from this is check material promptly on receipt.

A site meeting took place with the foundry representative to re-consider the current plan to fabricate the rear pony truck frame and centre cradle on the basis that the necessary patterns could be made on-site. Either way, their production will involve major expenditure.

Work Planned

The immediate programme is still the preparation of all the remaining parts needed to complete the rear pony truck stretcher and have this and the front pony truck stretcher welded and machined. The frame extension plates need marking out and drilling before being set up at the rear of the frames in readiness for attaching the rear buffer beam and inserting the pony truck stretcher.

The short term goals continue to be to complete and fit the front frame stretcher and buffer beam, to complete the hind frame extension with its buffer beam and to attach this to the rest of the frames. This will be a tipping point in the Project. Meanwhile work will continue to restore the horn-guides and axle boxes, build the pony trucks so that the engine can be wheeled and the motion fitted and to make and acquire other parts.

Fundraising

We raised just over £200 this year so far through e-bay sales of items donated by supporters and at the one day Toy & Collectors Fair on 20th April. All this was only possible due to our supporters' generosity. We continue to receive support from other areas, including a donation of £1000 from "Mince Pie Money" and of course the Trust.

Thanks are due to all the working volunteers, to the 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 our 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.

We are benefiting greatly not only from the Trust's agreement to process regular and occasional financial contributions from taxpayers of £20 or more to the Project as charitable gifts but also for their grant towards the Project. It is not just that there is no surviving example of a British Railways Class 2 Tank Engine; 84030 will be exactly right for the Bluebell Railway's operations in terms of its versatility, power and reliability.

A Look Back in Time

Tony Sullivan, who took the photographs to the right and below, has kindly offered them for our newsletter. One or two of the faces may be familiar! The pair of coupled wheels for 84030 had yet to be refurbished at Swindon. The frames are being lowered after lifting from the wheel set.



A pair of coupled wheels.



Frames after lifting from the wheel set.