

# The Bluebell Standard

Newsletter of the Bluebell Railway Standard Class 2 Project

Issue 7 Spring 09

## Locomotive Report

This is the seventh issue of our report and newsletter for supporters of the project. Although this period includes less favourable conditions for work outside, good progress has been made with the main task, namely the extension to the loco frames. Mill scale was removed easily from the frame plates themselves, which had been left open to the elements since delivery.



Marking out the frame extension plates

They were set up in the Loco Workshop and all the common holes marked out and drilled through the LH plate. The magnet based drill was used in preference to the workshop's radial drill to reduce interruptions to other work. The plates were then turned over and the holes peculiar to the RH plate drilled. The two buffer beam gussets and two inside frame angles were also offered up whilst the plates were on trestles, and drilled for later hot riveting.



The hind buffer beam ready for assembly

When outside work has been possible, progress has been made drilling the two buffer beams. The front remains unfinished for the time being, the rear is complete apart from drilling for the buffer mountings, which has been held until we have a set to hand. The

opportunity to obtain a set from a breaker's yard is being pursued.

Two steel castings for new draw-gear rubbing blocks were ordered and have been cast by Furniss & White from a corrected pattern. They are to be collected from the foundry in the very near future. This will provide an opportunity to assess the foundry for future work, notably the two major castings for pony truck frame and centre. We have a drawing for the centre, but none has survived for the frame and that is being prepared from a range of different sources.

The overhaul and repair of the side movement restraining gear pads and mountings for both front and rear trucks have been completed. They are now in store.

The welding of the hind drag-box was completed to a high standard as part of a workshop apprentice training exercise. The flanges and the truck centre mounting face were all machined in the Loco Workshop by Derek Barlow. This proved to be only just within the capacity of the machines available.



The hind drag-box after machining

Before the drag-box left the machine, centre lines were marked along the front and rear flange faces to ensure the truck centre flange will be level and correctly located within the frames on assembly.

It will be highly desirable if we can fit the truck centre to the drag-box before it is set in the frame extension plates and the underside becomes less accessible. There is a case for using the front truck centre, which is identical, for this purpose.

A new uPVC cover has been bought for the wheel sets to replace the old one, which had almost completely disintegrated. The wheel sets seemed in good condition. The protective wrapping around the journals was in good condition and the only slight corrosion evident was where water had been trapped between the counterweight plates and wheels in spite of their optimum settings. We hope to acquire some lengths of rail to raise the sets further off the ground.



The wheel sets for 84030

Work is underway to set up the rear frame stretchers, two adjacent at a time, in order to drill the matching flange holes. The hind drag-box rear flange will be drilled through the rear buffer beam during the extension assembly.



Stretchers bolted in position for drilling

To date the hind drag-box front flange, vertical stretcher in front of the bunker and intermediate horizontal stretcher rear flange have all been completed.



Drag-box and vertical stretcher drilled

This will continue forwards down the engine to the last stretcher of the set

behind the firebox. The magnet based drill is continuing to be a really useful tool following its acquisition by the project. We have so far performed drilling, counter-sinking and reaming without difficulty.

Looking ahead to the erection and welding of the extension assembly Alan and Steve have completed the framework for a movable shelter.

Bill and Ron have continued to progress the painting of the inside of the forward section of the frames. There remains more to do.

We have acquired a missing drawing, enabling Nick to complete machining brake pins and send the batch for hardening.

Steve has helped the project acquire a suitable whistle.

### **Work Planned**

The immediate programme is the completion of the frames, including the frame modifications, mainly to the hind end, and the addition of the rear extension as well as the replacement of the front drag-box, which is also in hand.

Leading on from there will be the fabrication, machining and fitting of the left hand and right hand tank supports and the completion of the work on the coupled wheel axle boxes and horn guides and the purchase and machining of castings for the rear pony truck, together with fabrication of the associated reins and under-frame.

### **Fundraising**

We continue to raise funds for the project through e-bay sales and we set up our now regular stall at Horsted Keynes for the Toy and Collectors' Fair in April. Our display continues to interest new supporters and helps the sale of donated items, mainly books, for sale at bargain prices. All this has only been possible due to our supporters' generosity.

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.