

# The Bluebell Standard

Newsletter of the Bluebell Railway Standard Class 2 Project

Issue 9 Spring 2010

## Locomotive Report

This is the ninth issue of our report and newsletter for supporters of the project. Although the past winter's weather has not helped outside working, there has been progress on several fronts.

The stretchers and frame plates for the rear extension to the frames to suit the additional wheel set needed for 84030 are now ready. It is hoped that we can get into the Locomotive Workshop in the near future to start their assembly.



Fitted bolts and nuts for the frame extension

A total of 130 fitted bolts 3/4in and 7/8in diameter, with suitable nuts, have been made to fasten the stretchers into the frames and mount tank and platform supports. These have been chosen in the light of difficulties reported closing rivets cold. Fitted bolts will maintain the alignment offered by cold rivets and by specifying EN8 we are also ensuring a more robust connection.



More fitted bolts and nuts for the frame extension

Ian Little has machined a purpose designed guide for the magnet base drill to facilitate precise alignment on vertical surfaces.

Roy Stirling has produced a seven part pattern set, including a core box, for casting the left and right hand spring brackets we need shortly for the trailing wheel spring rear ends.



Pattern set for trailing wheel spring brackets

On 78059 the design of these was the same as all the other spring brackets, which were mounted on the frame plates. For 84030 they are riveted to the underside of the cross stretcher that provides the pivot for the rear pony truck reins. We plan to order these in the near future as they need to be machined and fitted to the cross stretcher before it is installed on the engine.

Although we had been planning to use the front pony truck centre from 78059 at the rear of 84030, circumstances have dictated the casting of a new centre. In view of the imminent assembly of the frame extension we have secured the use of the pattern set made by the Class 3 group to make identical castings for their 2-6-2T project at Bridgnorth.



SVR pattern set for pony truck centre

Roy checked the set and made minor adjustments before it was taken up to Furniss & White. The completed casting is expected to be ready for collection shortly. The plan is to machine and trial assemble with the hind drag box before the drag box is put in place between the frame plates.

At present the pressure on machining facilities in the Locomotive Workshop from the more urgent preparation of engines for the 50<sup>th</sup> anniversary events this summer is resulting in delays to the machining of fabrications which have been made for tank, platform and other supports and needed as a part of the frame extension build.

We have been in touch with Booth's in Rotherham for some time with a view to acquiring a complete set of British Railways standard round head buffers for 84030. Although we are certain that the engine arrived at Sheffield Park with two buffers, these seem to have "found" another locomotive. In June 2009, we identified a set at Booth's on a diesel shunter which was due to be sold complete, and two other buffers in poorer condition were selected. In April this year a further visit revealed that the complete set of four was available as the deal to sell the shunter complete had not gone through. These are due to be brought to Sheffield Park shortly.

Plugs fitted to redundant holes in the existing frames plates have now been welded inside and outside the frames, dressed flush and painted. Winter weather has prevented any other painting of the frames since our last report. It is hoped to continue this shortly. The cover, and the effort to build the supporting structure, have proved to have been a very worthwhile investment.

The reversing gear screw has been reassembled and stored to keep the parts together and in good condition. Eventually we will need a new hand-wheel as that from 78059 is in poor condition.

The creation of the missing drawing for the rear pony truck frame casting continues as time allows. Several outside views and sections have been set down and dimensions added in readiness for checking. Some small but significant differences between the BR and Ivatt

Class 2 castings have been noted in the process.

All the brake pins are now ready to be sent for hardening and the specification is settled.

John Cousins, a supporter of the project, has generously given us prints of two general arrangement drawings of the Ivatt "2-6-2 Superheater Pass Tank Engine Power Class 2", which had been signed off by HG Ivatt. Whilst this is not our engine, these drawings give us a very good idea of where we are heading.

### **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 and the different external supports as well as the replacement of the front drag-box, which is also in hand.

Leading on from there will be the 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 with our now regular stall at Horsted Keynes. We were at the one day Toy and Collectors' Fair in April. This was very successful, thanks in particular to the generosity of Barry Jones, who provided very saleable books and other items. Our display continues to interest new supporters and helps the sale of donated items, mainly books, 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 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.