

The Bluebell Standard

Newsletter of the Bluebell Railway Standard Class 2 Project

Issue 10 Autumn 2010

Locomotive Report

This is the tenth issue of our report and newsletter for supporters of the project.

The 50th Anniversary Gala gave us an opportunity to show how close we are to meeting our immediate objective to complete and attach the rear frame extension to the frames of 78059.



Trial assembly of rear frame extension

The frame plates, hind drag box, buffer beam, corner gussets and two frame stretchers were brought into the Locomotive Workshop on 5th August and trial assembled with the assistance of workshop staff.



Cutting the hind drag box from 78059

Darren and Chris also carefully detached the remains of the original drag box from 78059. The rearmost frame stands had been moved forwards to allow this operation after the LH and RH rear spring brackets had been removed. About 6" of the frame plate has been left to enable preparations for the junction weld. The new drag box and extension frame plates were then moved out into a position a short distance behind and below the original frames for display purposes. We also had the LH & RH water tank support girders on view as well as our ubiquitous fundraising chimney.



50th Anniversary Gala display

They were accompanied in the display by parts of a set of buffers, which were acquired from CF Booth. These had been recovered from a Class 08 Shunter, which we had expected Booth's to sell on as a complete locomotive, but which, in the end, they were able to put aside for 84030. Three of the set of four are shown below as they were received.



Three of the four BR buffers from Booth's

Alan and Steve have now dismantled and refurbished all four buffers. Broken springs were discovered in two of them and replaced, and James has assisted in replacing a missing footstep.



Set of partly restored buffers for 84030

We just trust that this set does not disappear as the two that came with 78059 did! A set of four spacers for the buffers has been made and painted.

Since the last newsletter, the handed castings for the new trailing wheel rear spring brackets and for the pony truck centre have been purchased from Furniss & White. The pattern for the centre casting has been checked over and returned with our thanks to the Severn Valley Railway. The spring brackets have been marked-off for machining. These will need to be attached to the cross stretcher on which they are mounted before it is finally inserted into the frames.

Derek has been busy machining the truck centre and making the drag box and centre ready for assembly. He has started machining up some hex' bar for the eight fitted bolts we need for this. We want to get this completed before the frame extension assembly starts to avoid access problems later. There is more machining work in the queue, including the main support girders for the LH and RH water tanks, for which we have already procured the fabrications.

Bill and Ron having been continuing the needle gunning and painting of the existing frames, most recently to forward parts of the frames and the smoke-box saddle. The cover continues to provide protection against the weather. The supports have had to be modified following the removal of the 78059 drag-box and will need to be changed again after the frame extension has been completed.

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 have now been hardened and are in store pending the assembly of the brake gear.

In addition to the fitted bolts needed for the frame to stretcher fastenings, we have recently purchased the 7/8" & 3/4" diameter rivets needed for hot-riveting within the frame extension.

Work Planned

Although the immediate programme remains 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, we have started to consider the restoration of the horn-guide liners and axle boxes in readiness for getting the engine on its wheels. We are establishing the cost and feasibility of placing an order for this work off-site

Leading on from there will be the production of patterns for the steam brake shaft brackets and the pony truck frame and cradle castings. As all of these will also be appropriate to the Class 3 Project at Bridgenorth, we are liaising with their pattern-maker to avoid duplication of effort. We have also to arrange for the fabrication of the hind pony truck reins and under-frame.

Fundraising

We continue to raise funds for the project with our now regular stall at Horsted Keynes. We attended the two day Toy and Collectors' Fair in July and the Giants of Steam in October. This year we also set up shop at Sheffield Park for the 50th Anniversary Gala in August. This added significantly to our funds and gives the public the opportunity to see and discuss what we are doing. Our thanks are due to those who continue to give us books and other items. We would like to thank Barry Jones in particular for his generosity to and interest in the Project and to others on the Railway who are good enough to allocate funds from events. Our display continues to interest new supporters and helps the sale of donated items. All this has only been possible due to our supporters' generosity.

Thanks are due to all the working volunteers, some of whom come a long distance to lend their help, 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.