

# The Bluebell Standard

Newsletter of the Bluebell Railway Standard Class 2 Project

Issue 14 Autumn 2012

## Locomotive Report

In this, the fourteenth issue of our newsletter for supporters of the project, we report progress with the project during the last six months. More pressing demands on space throughout 2012 have prevented returning the loco' to the workshop as we had hoped in order to complete the riveting of the front drag-box. The loco' remains in the running shed where it is more accessible to the public but less easy to work on.

Nevertheless progress has continued, in particular with the completion of the pattern set for the hind pony truck cradle with its swing link support and centring mechanism.



Lower section of the centre cradle pattern set

Roy Stirling has done a great job for us as may be seen from the images immediately above and below.



Upper section of the centre cradle pattern set

The pattern set in the most complex we have seen for the 84030 so far, comprising five large items and six smaller pieces. The same casting with some machining differences is also needed by the Class 3 Project at Bridgenorth. Both parties hope to be placing orders with the same foundry in the near future.

Roy and Syd are planning to start on the pattern set for the Hind Pony Truck Frame in the next week or so. Here too

there is standardisation across locomotives, including the Class 3.

As previously reported, the front tank support brackets have been machined square in readiness for putting up on the outside of the frames just to the rear of the steam chests. As the front sand boxes are mounted in almost the same location but inside the frames, it was thought wise to bring these out of storage and prepare them to be fitted at the same time.



Front sandbox complete with new access cover

New rubber joints have been cut and a cover plate has been made to replace one missing. We will need drawings for the hind sand boxes, which are of a different design to those on 78059.

The castings for the steam operated cylinder cocks have been located and put in store, including one which had been machined and is complete with internals. We are trying to source the additional castings needed to fit out the other three cylinder cocks or the loan of patterns to make them.

Our report in the last issue of the newsletter on return crank ball bearings evoked a response which has led to the discovery of two previously obtained for our loco'. These have been located and secured in our store.

We are very glad that David Oakley continues to machine items for us. The brake-shaft brackets have shown that BR drawings were prepared for in-house machinists and have proved difficult for us to interpret. However, progress is being made. Yellow metal castings have been obtained for the bearing bushes.

A second set has also been obtained for the Class 3 Project.



Pattern set and castings for the brake shaft bearings

A major restoration task has been the that of overhauling and preparing for installation the two Wakefield Lubricators.



Starting the overhaul of the Wakefield Lubricators

Thanks to the foresight of those involved in the earlier days of the project we have had lubricators in store and have been able to restore the first lubricator and are well advanced with the second. The special tool needed to remove the oil pump cylinders from the base of the lubricator was made up by Dave and Stan and has proved essential. Chris and Colin have observed meticulously the guidelines on cleanliness and keeping the matched parts together. A set of two filler cap castings has been obtained through the good offices of Peter Winstanley from the team at Bury. An order has been placed with our regular fabricator for the two platform plates which will support the lubricators

just forward of the main steam pipes. The installation of the lubricators on the engine will be the starting point for a major campaign to fit the lubrication systems throughout the loco'. We are part way through a stock-taking exercise to discover what fittings we have and what we need. Ron and Bill have already fitted some grease lubrication blocks.

We are involved with other groups at Sheffield Park in a joint project to achieve a better work area to the north of the Atlantic Building. Part of this project will be the acquisition of a number new containers.

### **A Piece of History**

Tony Sullivan has provided the following shot of 78059 on arrival at Sheffield Park. There were no lubricators and quite a few other key parts and a coat of paint are missing.



78059 on arrival at Sheffield Park

### **Fund-raising**

We set up our stall at the Toy and Collectors' Fair at Horsted Keynes in July. This raised a useful contribution to our funds and gave us the opportunity to let the public know what we are doing. Our thanks are due to those who give us books and other items to sell. 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. Unfortunately, the autumn event did not take place his year.

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.