

# The Bluebell Standard

Newsletter of the Bluebell Railway Standard Class 2 Project

Issue 23 Summer 2017

## Locomotive Report



**We are very sad to report the death of Stan Ponting, a valued friend and working volunteer and a source of advice and inspiration.**

This is the twenty-third issue of our twice yearly news-letter for supporters of the project.

The brake vacuum pipe-work is advancing from the rear and front buffer beam mountings towards the driver's brake pedestal where the complexity really begins. We continue to make use of the workshop's hydraulic bender and the Bullied Society's pipe threading machine. Making good threads has proved difficult with the portable machine despite new dies. Although less convenient we have been able to get much better results with a heavier off-site machine.



Driver's Pedestal with Train Pipe

Currently Brian is getting close to completing the forward section of the train pipe. Pre-formed bends have been

adopted where the radii have been too tight or to close for the available bender.

In the meantime Peter is close to completing the driver's brake valve and has in hand an enquiry for engraving the required "on" and "off" markings in the top cover.

Alan has been making the train pipe drain valves and checking that the design valve lift can be accommodated with the available balls, which are about 30 thou" larger than those specified by BR. Given that the intended lift is about 60 thou", this needs attention.



Sanding Valve and fittings

Steve continues with the machining of parts for the Sanding Valve and connections.



Boring a Cylinder Drain Cock Body.

We are very glad to see Dave back in harness and able to restart the machining of the cylinder drain cock bodies (see overleaf). The less welcome news is that machining the first of these has revealed a defect in the casting, which may well need to be scrapped. Thanks to prudent purchasing at the time, we had a spare to the appropriate hand.

Accompanying the work on pipework and frames, still for the time being in the open with limited protection from the weather, have been the welcome efforts of Harry and others to paint as we go and to re-paint existing parts of the engine.

In April we issued enquiries for the ground-works for levelling our site alongside Atlantic House to enable 84030 to be placed on a level track panel after being set on its coupled wheels. (We reported in our last newsletter that the necessary work on the axleboxes and horn guides had been completed.) We also issued an enquiry for the re-erection and covering of the Poly-Shed removed from Horsted Keynes. On the basis of the quotations received, we have agreed a contribution towards the cost and have obtained clearance to proceed.



The Bluebell Railway's Poly-Shed at Horsted Keynes.

The indications are that the locomotive will be lifted in July to enable work to start on the site and in due course re-wheeling. This will be a major step forward and should ensure the locomotive is covered before the approaching winter.

The radial arm for the hind truck, which was fabricated by Furniss & White, was

delivered in January. Regrettably, the lift of the pivot boss above the truck under-frame was incorrect. Since we had asked F&W to include an allowance in case adjustment was necessary, we were able to get a reduction on the contract price to fund the necessary corrective work at Sheffield Park as an alternative to returning the item. Rolled steel sections will be ordered shortly to make a fixture designed to enable the arm to be set correctly.

Thanks to Chris, the project has taken delivery of a set of six un-drilled front platform plates cut and bent to shape by Penta-Craft using Nick's drawings. The flange has been stitch welded to the outer RHS front section and the plate put up. The others will follow shortly.

Nick has almost completed a set of CAD drawings of the bunker and its supports. His inspection of 41312 at the Mid-Hants Railway has resolved some queries about the area below the coal slopes.

Workshop priorities are still delaying machining of the hind truck frame casting and link pins.

### **Fund-raising**

Flying Scotsman's Visit and the April Collector's Fair both enabled us to sell books and DVDs to raise funds. Our thanks are due to those who give us books and other items to sell. Thanks are due to the Shop at Sheffield Park for giving us some of the book collections they receive and to Barry Jones for his generosity and interest in the Project and to others on the Railway who are good enough to allocate funds from events.

Thanks also due to the increasing number of working volunteers, some of whom come a long way to help, to the locomotive workshop staff and to those on other projects for their willing help and advice. Hopefully, the improvement in our outdoor working conditions will encourage more to join in. We need them.

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.