

# The Bluebell Standard

Newsletter of the Bluebell Railway Standard Class 2 Project

Issue 16 Winter 2013

## Locomotive Report

In this, the sixteenth issue of our newsletter for supporters of the project, we report recent progress and future plans.

The continuing pressing demands on space are still preventing the loco' returning to the workshop to complete the riveting of the front drag-box and buffer beam and the two stretchers behind the firebox. Very regrettably the loco' had to be moved from the steaming shed to afford better protection for visiting engines during the winter months before the hard standing could be laid alongside the Atlantic building. However, working on and around 84030 is proving to be a lot easier even though the unconsolidated ash surface is potentially corrosive and is unsuitable for levelling the frames and for moving or lifting any heavy parts.



Back to the former work area with our wheel sets

After being lifted off the two wheel sets, immediate action was taken to restore and protect the journals. All the wheel sets are in urgent need of being lifted off the ground to protect the tyres from corrosion. The aim is to secure the sets safely in a position to ensure least rain-water accumulation in the balance weight cavities.

Ply-wood blanks have been fitted to the prevent water getting into the exhaust passages and steam chests and all unpainted surfaces have been protected with paint or water-proof wax.

Consideration is being given to a temporary cover to improve storage conditions and make all-weather working easier without putting an undue burden on the project's finances. Options include a cover supported by a timber structure mounted on the frames of the kind we had before or by an independent structure using scaffolding or a marquee style cover. In the meantime work continues.

We have recently heard that the horn guide liner mounting plates are ready at Fleet Tip's new shop in Bradford. As soon as these arrive at Sheffield Park they can be machined all over and the manganese steel liners, which were obtained in 2005, welded in place. The final surface grinding will have to be undertaken by a specialist company that we have already identified as having experience with this difficult material.



Sets of new liners for horn-guides and axle-boxes

Pattern making has continued for the two heaviest parts needed for the rebuild. First to emerge will be the pattern set for the rear truck frame, a drawing for which was discovered in the the Historical Model Railway Society's archive along with other truck drawings.



Almost completed – the hind truck frame pattern set

Following advice from the steel foundry, this pattern set has been mounted on boards to suit their moulding boxes. Reading the drawing has been aided by photographs taken of the very similar (but not identical!) LMR version used for the 2-6-2T Ivatt designed locomotives. The Class 3 Project will be able to take advantage of this pattern set for their loco'. Effort will then focus on rebuilding the truck cradle pattern set to take account of experiences to date, notably

the casting's unexpected contraction behaviour as well as other necessary identified improvements. The plan here is to take another casting before deciding how to deal with the earlier, defective one and enable the Class 3 Group to proceed to use our pattern set for an identical casting for their project (machined to suit the different side play they require).

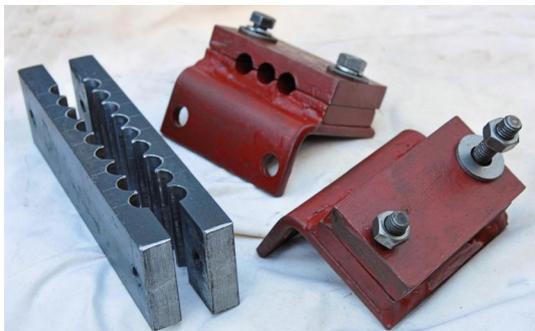
We have approached our established fabricator about the hind truck radial arm (reins) and will be following up with a visit if they are interested in the work based on another of the HMR Society's drawings.

Another area of activity has been the oil based lubrication systems.



LHS Platform Plate and Wakefield Lubricator

Both platform plates have been put up as well as the LHS lubricator after painting the normally hidden spaces between each steam chest, cylinder and side frame. Drawings have been obtained for the lubricator operating linkage and for the variety of pipework fittings and securing clips and brackets. Brian Turner and Chris Wren have a production line going for clips and brackets and David Oakley is busy with the brass fittings we need in addition to those already in hand.



Some recently made lubricating pipe clips & brackets

We will shortly be ordering the first tranche of 3/8" diameter copper pipe, for which a bender has been acquired. A number of existing brackets (from 78059) will need to be removed as we

progress with the 84030 installation. Careful attention to routing is already the watch-word to avoid clashes, for example with the water tank balance pipe just to the rear of the smoke-box saddle.

The front sand boxes and the infill plating between the platform plate and the boiler cladding will also need to be installed to mount a lubricating pipe support although it will not be possible to finalise this plating until the boiler and cladding are in place.

A drawing for the hind sand boxes, which are of a different design to those on 78059, has been obtained.

### **General**

We continue with our primary target to the re-wheel the engine.

It is hoped that a quote for new springs will be available in the near future.

### **Fund-raising**

We set up our stall for the two-day Toy and Collectors' Fair at Horsted Keynes in July. This raised another worthwhile 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 those on the Railway who are good enough to allocate us funds from events. We are looking forward to the events in 2014, including this year the Model Railway Weekend in June.

We are pleased to report that we have been able to bank a very useful sum from the Bury Locomotive Company who have recently purchased the set of four Ivatt Coupling rods which were purchased for the project as standby. These had become surplus to our requirements since we assessed the set from 78059 as sound.

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.