

# The Bluebell Standard

Newsletter of the Bluebell Railway Standard Class 2 Project

Issue 17 Summer 2014

## Locomotive Report

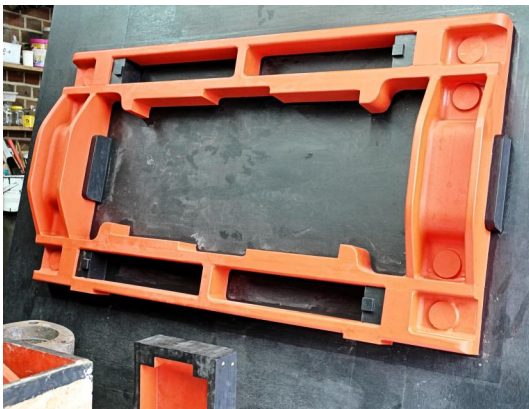
In this, the seventeenth issue of our news-letter for supporters of the project, we report recent progress and future plans.

The spacers between the front dragbox and the inclined stretcher below the front of the smoke-box saddle have now been fitted and riveting the drag-box and buffer beam is expected within the next few weeks. It will take place in the engines present location in the yard. There are no frame alignment issues to delay this work. The riveting of the stretchers behind the firebox will follow later.



Front dragbox with spacers ready for riveting

We can also report that all wheel sets have been lifted, put on timbers and covered to reduce the risks of corrosion to both wheels and tyres. Bill Jarratt has started removing existing corrosion ready for painting.

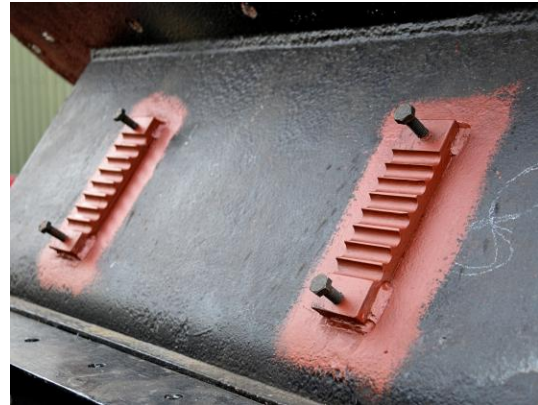


Part of the completed hind pony truck frame pattern set

Minor adjustments have been made to the hind pony truck frame pattern set. Arrangements are being made to take it to Furniss & White for them to inspect and to prepare a quote for a casting. A second casting could then be taken for the Class 3 project. Remedial work had

also started on the Centre Cradle pattern set to deal with the issues, including unusual contraction behaviour, which rendered the first casting unacceptable. This pattern set will also be issued to Furniss & White for scrutiny.

David Oakley has commenced machining the six pairs of horn guide liner mounting plates fabricated by FleetTip in Bradford. A trial fit of the first of these has been made prior to liner attachment. An off-site company with experience of HARDOX<sup>®</sup> has been identified to undertake the necessary surface grinding.



New clips for lubricating oil pipework

Brian Turner has been making and attaching some of the pipework mounting brackets and clips needed in place of those on 78059 which were either unsuitable or in poor condition. The first batch of copper pipe has been purchased.

He and Chris Wrenn have been building the first of two trailing sand-boxes. These, and the two leading boxes taken from 78059, will need new cast iron filler caps.



First of two hind sand-boxes nearing completion

In-fill plating to the rear of the smoke-box has been prepared.



In-fill plating with leading sandbox filler openings

Recently Ron Smith brought the regulator arm back after restoration. This is another item recovered from 78059.



Ron with a beautifully restored regulator arm

Ron has also drawn attention to a report on the performance of the Ivatt Class 2 locomotive contained in a book by A. J. Powell (pages 47-49) entitled Living with Midland Locomotives. A spell at Swindon culminated in a spectacularly successful trial in which a 15 coach train was hauled to Bristol and back.

Much ground work has been undertaken in obtaining piping drawings and listing system by system the fittings and materials needed. Many items have already been restored but some remain to be acquired. We are indebted to Peter Winstanley who runs the BRSLOG drawings service not only for supplying drawings but also for advice. Recently we obtained drawings of the driver's pedestal, which did not survive from 78059 and which is a terminal point for a number of pipe runs.

We have had preliminary discussions with our established fabricator about the hind truck radial arm (reins). The axle box guides for the hind truck are to be adapted to suit 84030 from a set obtained from a 9F locomotive. These

were put up on the surface table in Atlantic House to make a detailed assessment of their condition and the modifications needed to enable them to be used with a Class 2 radial arm.



Ex-9F axle box guides for 84030's hind pony truck

### General

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

### Fund-raising

The one-day Toy and Collectors' Fair at Horsted Keynes in April 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 those on the Railway who are good enough to allocate us funds from events.

Thanks are due to all the working volunteers, 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.

PS: A reminder that your newsletter can be sent to you (in full colour) by e-mail if you send your address to:

[classtwo@shenstone.demon.co.uk](mailto:classtwo@shenstone.demon.co.uk)