

The Bluebell Standard

Newsletter of the Bluebell Railway Standard Class 2 Project

Issue 18 Winter 2014

Locomotive Report

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

The project has benefited indirectly from plans to build a carriage shed at Horsted Keynes. The poly-shed until earlier this year was in use for restoring the LBSCR 6-wheel milk/fruit van No 270 and was occupying part of the site.



Ready to dismantle the poly-shed

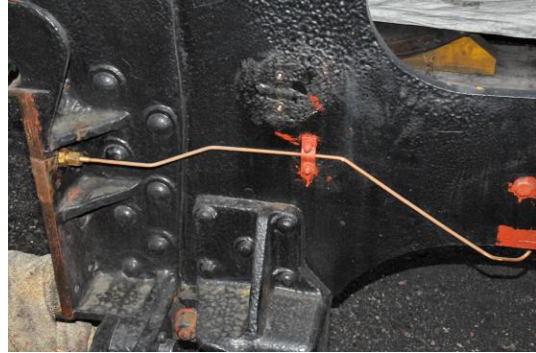
With willing and capable help from the members of the van restoration team and Matt Jesson, the 84030 team dismantled the frame and other parts and loaded them for transfer by rail to Sheffield Park where it now awaits hard standing and a length of track before erection for 84030. The loco' will fit with comfortable side clearances and 8" to spare on the length.

The sale and shipment of a spare set of coupling rods to the Bury Steam Locomotive group has now been completed to the benefit of the project.



Coupling rods ready for shipment

David Oakley has been machining missing fittings and Brian Turner and Chris Wren making brackets. A start has been made with grease pipe runs from greasing blocks outside the frames to horn guides.



The first lubrication pipe installed

The restoration of end fittings for the Wakefield lubricator drive gear has started and pipe has been ordered for making up the complete rods. Peter Wolfe has joined us and is machining the bushes and the cross shafts needed for the drive gear.



Restoring lubricator drive fittings

The machining of the horn guide liner backing plates is well under way. Each needs holes for liner weldments and for guide attachment bolts. This work will start shortly followed by liner attachment and surface grinding by a firm with experience of HARDOX®.

Bill Jarratt has been needle gunning and painting the truck and coupled wheel sets, now up on timbers and covered for protection. Unfortunately, the riveting of the front drag box has been delayed, and with short days and difficult weather, is not likely until next year. The area has been covered to keep water out of the bolted joints.

Work on the lubrication system has involved the removal of many old, corroded or incorrect brackets and tapping out blocked fastening holes.



RHS front sandbox in place.

It has also been necessary to put up the front sand boxes and to make and fit the trailing axle box shields in order to confirm lubrication pipe routes.



RHS trailing axle box shield in place.

It was found necessary to remove the water tank support girders in order to deal with corrosion which had resulted from water ingress between the original frame plates and the machined girder mounting flanges. With help from Andy Deakins, all the faces were cleaned and painted and the girders refitted with all exposed gaps sealed and painted. We also secured all cross stretchers with their specially made fitted bolts.

Furniss & White raised concerns about the hind pony truck frame pattern set and in very constructive discussions it became clear that a way of dealing with normal foundry tolerances had to be found to deliver a satisfactory casting. Of particular concern were the positions and sizes of the swing link gaps and axle box stops. The outcome is an order on F&W to remake the pattern set with an agreement they will adjust or recast as necessary to deliver the casting needed.

Roy Stirling and Syd Prentice are able to focus their efforts on re-working the hind truck cradle pattern set to reflect the actual, unexpected casting behaviour.

As weather conditions have deteriorated attention has turned to restoring the coupled wheel axle boxes. As the wheel sets were machined at Swindon, we are anticipating that the bearings will need to be built up in addition to renewing white metal bearing surfaces.

Preparations have begun for obtaining the four swing links needed for the hind pony truck. We have selected a material to suit nitriding so that dimensional changes on hardening are negligible. This is a tough, low alloy steel. We expect to get the outline water jet cut, to have the opposite faces plough ground before machining the small end bush opening and to form the two pin bearing surfaces by wire erosion. The LM&SR drawing has been checked and in the light of the needs of today's CNC tooling, we have had to rationalise some of the dimensions very slightly.

We think we have located the 78059 driver's control pedestal. Its condition is uncertain.

General

We continue with work on horn guides and axle boxes to meet our primary target to re-wheel the engine. A complete set of axle box keep castings is available.

Fund-raising

The one-day Toy and Collectors' Fair at Horsted Keynes in July 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.