

The Bluebell Standard

Newsletter of the Bluebell Railway Standard Class 2 Project

Issue 22 Winter 2016

Locomotive Report

This is the twenty-second issue of our 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. Good use is being made of the workshop's hydraulic bender and the Bullied Society's pipe threading machine, for which are very grateful. Peter Winstanley at the BRSLOG drawings service has helped us with additional "cleaner" prints of the all-important pipe and rod drawings which identify routings and the couplings and supports. Thanks to the efforts of Brian Turner, the collection of bent 2" steel pipework and supports is growing.



Casting for pedestal mounted sanding valve.

A casting has been obtained for the sanding valve, which Steve has agreed to machine.

Peter Wolfe is currently machining the driver's brake valve based on drawings obtained with Rob's assistance.



Parts for the Driver's Brake Valve.

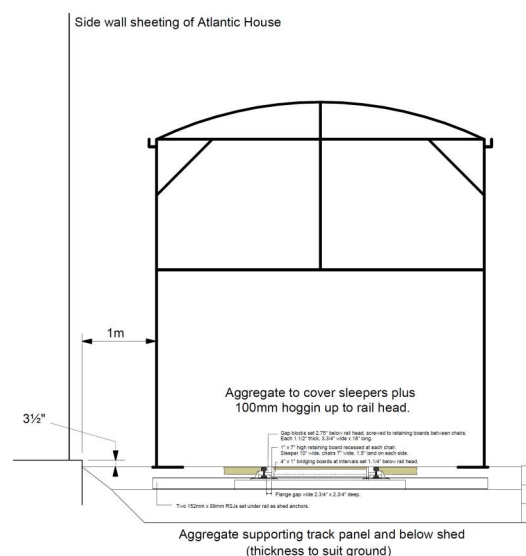
In our last issue we reported having completed the fitting of the coupled wheel horn guides. Since then all six axleboxes have been fitted to the corresponding coupled wheel sets and the machining of the axle box keeps has been completed. These are now stored under cover in readiness for setting the frames on the coupled wheels.



All six sets of Axleboxes and Keeps.

A site has been allocated alongside Atlantic House for a track panel and the Poly-shed which we moved from Horsted Keynes in July 2013. In the absence of other resources, we are managing this part of the project ourselves.

Chris Wren is compiling a detailed procedure for site preparation, for Poly-Shed erection, for the lifts required and for consolidating the site. Many of these steps will require the use of contractors. There will be provision for a new container for the Camelot team.



Rear View of Poly-shed and Track Panel.

Due to the limitations of the site, the plan is to arrange the loco' smokebox towards the rear. This will allow us to withdraw the engine temporarily towards the tramway far enough to give access for lifting the bunker, cab, side tanks and smokebox.

This "presentation" will make the bunker a key feature for visitors on those occasions when the yard is open. The existing bunker drawings have been topped up with the help of the BRSLOG drawings service. We hope to get some shop drawings for the bunker prepared this winter with view to getting a pack of parts made in the new year.



Radial Arm and Truck Parts at F&W.

In the meantime, Furniss & White's fabrication shop has completed the radial arm for the hind pony truck. We chose to cut the main part of the arm from a single piece of plate to reduce the number of welds and then press the necessary bends in a single operation. Wastage was reduced by nesting other parts whilst profiling the arm shape. The above image shows the radial arm itself two pairs of yoke plates for the hind truck suspension and the radial arm stiffeners. Delivery is being arranged early in 2017 to enable immediate inspection and painting.

The better work area will allow the front truck to be assembled under cover whilst the hind truck will need some temporary cover.

Peter also machined the hind truck keeps, while Steve is providing much needed help machining the hind truck axle boxes.

Workshop priorities have delayed machining of the hind truck frame casting. Material has been obtained and work on the eight upper link pins has started.

Another urgent task has been to complete the painting of the coupled

wheel sets and frames before wheeling. This is held up pending drier and warmer weather. All have been cleaned, external corrosion removed, primed and undercoated.



The Driving Wheel Set whilst being painted.

We are hoping to see David Oakley returning soon to continue machining the four power operated cylinder cocks.

Roy Stirling has in hand the pattern set for two cast iron lids for the leading sand boxes. This is held up for want of some wood turning. It's on Peter's list.

We are hoping to issue in the near future a set of drawings and digital files that Nick Wren has been putting together for the front platform plate profiling and bending.

Fund-raising

The Giants of Steam and Diesel events both enabled us to sell books and DVDs to bolster our 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 passing 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 working conditions will encourage more to join in.

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.