

The Bluebell Standard

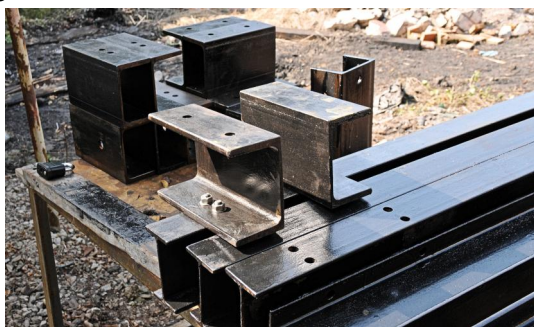
Newsletter of the Bluebell Railway Standard Class 2 Project

Issue 24 Winter 2018

Locomotive Report

This is the twenty-fourth issue of our twice-yearly news-letter for supporters of the project. During the last twelve months an increasing amount of our time has been spent on improving the standard of the working area for 84030. Early in 2017, we offered to manage the project as well as contributing about one half of the costs of levelling the area alongside Atlantic House and of re-erecting the 40ft long polythene covered canopy to improve working conditions and protect 84030 during its rebuild.

The Bluebell Railway agreed to fund the balance as well as to provide used timber sleepers to build a retaining wall and discarded concrete sleepers and rail to keep the wheeled chassis off the ground.



Canopy Anchor Steel

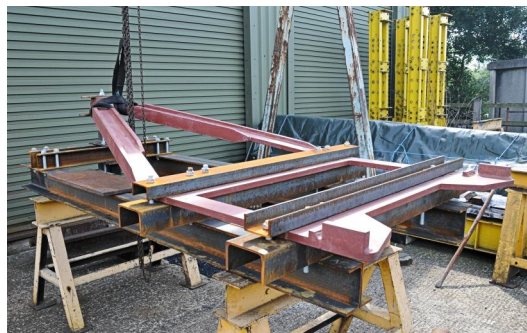
By the end of August 2017, orders had been placed with John Millam for the Civil Work and with Tunnel Vision for the re-erection of the polythene canopy. Steel had been purchased for the canopy anchor beams and work was in hand preparing them for later installation.

However, the second-hand timber sleepers needed for our retaining wall could not be made available from the Bluebell track renewal programme as any surplus was needed for other work.



Timber Sleepers Purchased for the Retaining Wall

Recycled timber sleepers, purchased from Railway Sleepers Limited, proved to be very sound and free from the mineral matter which can damage cutting equipment.



Pony Truck Radial Arm on Adjustment Jig

Another batch of rolled steel sections was purchased for the sleeper wall support posts, with a first use as a jig to make a small alignment correction to the radial arm destined for the hind truck. Furniss & White had agreed that this was needed to make it serviceable. Using the steel in this way on site proved very effective in reducing costs for both ourselves and F&W.



Site at ready for start of Civil Work

The timber sleepers have been set between the steel post flanges to retain the elevated ground for the new working area.



The base for the new work area.

The bearers for Camelot's new container may be seen by the sleeper wall. The access doors will be at the right-hand

end, generating valuable extra space for our working area and making access to stored material much easier than hither-to.

Despite a number of unforeseeable setbacks, we finally managed to get a number of suitable concrete sleepers from the Bluebell Railway stock pile at West Hoathly and eventually second-hand rail, Pandrol clips and pads as needed from Network Rail's Recycling depot at Westbury.



Recycled flat bottom rail being offloaded

The next stage, which John Millam can now start, is to complete the canopy anchor and track installation, followed by a visit from the canopy installer to erect the frame and fit a new polythene cover.

Just as soon as the canopy is ready, components for the front truck will be laid out on the track at the far end, followed by the three coupled wheel sets. After final preparations, we plan to set the loco' frames onto the wheel sets with the hind end out to enable further work on the hind truck, cab and bunker.



Interior of smokebox

In October 2017 we confirmed a complete new smoke-box and door were needed and took the opportunity to join the Great Central Railway in their programme to acquire several barrels, flanged rings and doors at good prices. We are pleased to report that the newly rolled barrel, ring and door for 84030 have now arrived at Sheffield Park.

Machining of components is progressing, including automatic cylinder cocks and the pedestal mounted sanding valve.



One of four Cylinder Cocks

Good progress has been made with the front platform plates and with both vacuum and lubricating pipework. The covered work area should improve productivity.



Front platform plate-work

Thanks are due to Harry and others for ensuring that every item that goes onto the engine is painted, even before the screws are tightened.

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 our increasing band of volunteers, some of whom come a long way to help, to locomotive workshop staff and to those on other projects 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.