

The Bluebell Standard

Newsletter of the Bluebell Railway Standard Class 2 Project

Issue 11 Spring 2011

Locomotive Report

This is the eleventh issue of our newsletter for supporters of the project.

During the past winter months when activity on the project might have been slowed by cold weather, we have been under cover in the Locomotive Workshop and made good progress with the hind extension. We have moved the module on from a temporary "display state" to nearing completion.



Primer being applied to the hind truck centre

The machining of the hind pony truck centre casting and the necessary fitted bolts was completed and the centre bolted to the inverted drag-box in November.

In December we set up the frames and, using the workshop crane, set up the extension frame plates on either side.



Setting the frames square and level

The brake cylinder stretcher and the vertical stretcher forward of the bunker were added to stabilise the assembly before setting the frame plates square, level and in line in readiness for core drilling and reaming for fitted bolts.



The rear draw-gear pivot plate in position

Machining and drilling had also been completed for attaching the rear draw-gear pivot plate, another of the castings made by the steel founders Furniss & White near Rotherham.



By February we were sufficiently advanced to start driving in the fitted bolts made by South Coast Steam. We were very pleased with the way that the bolts went in. The drilling and reaming trials and bolt specifications proved to be correct without the need for individual bolt diameter adjustment.

We then started to prepare for inserting fitted bolts for the vertical stretcher below the bunker and the bunker support brackets. The stretcher below the cab floor and the brake cylinder stretcher were set in place with temporary bolts. The frame plate holes and stretcher holes were duly core drilled and reamed and the fitted bolts driven in and the nuts tightened. With the module now robustly connected we inverted the extension module and

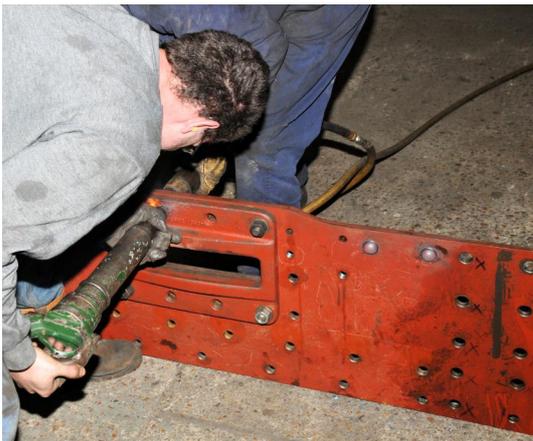
commenced riveting with the hind buffer beam corner gussets.

This experience taught us that the buffer beam supporting angles and gussets would have been easier to rivet to the frame plates prior to setting them up!



James & Darren closing gusset rivets

We were well supported by James and Darren who have done a great job on all our hot riveting to date.



Hot riveting the iconic draw-gear rubbing plate

Whilst the frames were still inverted, the buffer beam was prepared, set in place and the first group of rivets closed to attach it to the frames.



Frames set right way up with buffer beam in place

Access to some rivets was not straightforward. On completion of the

first group, the frames were turned right way up and the second group completed. There is further riveting to be undertaken.



Alan and Steve, who have lead the way refurbishing the buffers, lifted the first of the rear pair into place earlier in June. The buffer and spacer plate all went into place easily and will be removed for painting.

Meanwhile the rear-most spring brackets have been machined and preparations are in hand to rivet them to the stretcher supporting the truck reins centre.

A pattern set has been made for the steam brake shaft brackets and is due to be taken to our steel foundry shortly. The creation of the missing drawing for the rear pony truck frame casting nears completion.

Fundraising

We continue to raise funds for the project with our now regular stall at Horsted Keynes. We attended the Toy and Collectors' Fair in April. This adds to our funds and gives the public the opportunity to see and discuss what we are doing. Our thanks are due to those who continue to give us books and other items. We would like to thank Barry Jones in particular for his generosity to and interest in the Project and to others on the Railway who are good enough to allocate funds from events.

Thanks are due to all the working volunteers, some of whom come a long way to help, to the 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.