

# The Bluebell Standard

Newsletter of the Bluebell Railway Standard Class 2 Project

Issue 20 Winter 2015

## Locomotive Report

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



Frames and chimney ready for Giants of Steam weekend

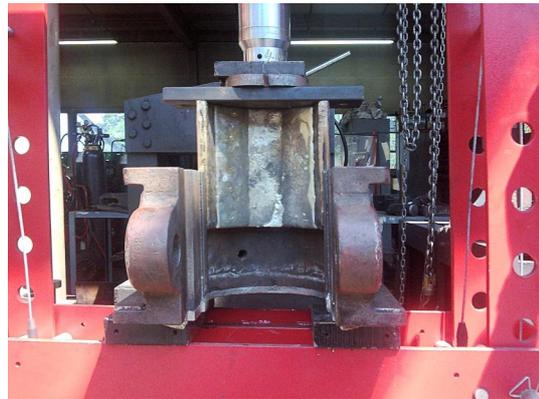
Our present efforts are focussed on getting the loco' onto its coupled wheels. All the wheel sets are seen uncovered in the image below following their safe removal onto custom made timbers and set to minimise trapped water. They are being painted progressively.



The wheel sets safely off the ground

The horn block liners have returned from Grinding Services in Ossett with their face and side liners ground. Grinding the grease grooves was, as anticipated, difficult, but completed successfully with a custom-built guide for an angle grinder and Cubitron disc. The liners are currently being fitted to the horn blocks for dimensional checks and shimming.

All the coupled wheel axleboxes have been overhauled. The bearings were removed and have been built up to suit the wheel-set journals, which were machined at Swindon before the works closed. Fresh white metal has been applied to the journal bearings and thrust faces. The boxes are ready to be machined as soon as the target dimensions have been confirmed.



"Pressing Engagement" for an Axlebox Bearing



All six Axleboxes ready for machining

Steady progress is being made with components for the Hind Pony Truck. Derek continues with machining the frame casting. The modifications to the pattern for the cradle were completed by Roy and the pattern taken up to Furniss & White for inspection prior to moulding. The casting is expected shortly.



Putting radii on the link edges

The truck swing link upper pin openings have now been wire eroded and the small ends machined by EPAL. Stan has started preparing the links for gas-nitriding.

A pattern is being made for the Truck Bearing Spring Yoke bearing pad in readiness for fabricating the two new yokes we need.



Closing rivets at the rear of the Front Drag-box

Another major step forward has been the completion of the riveting of the front drag-box and buffer beam.

This was followed by the completion of the riveting to the frame stretchers in the area below the cab.



Completed riveting below the cab.

This was all completed successfully thanks to Henry, Simon and James, who also got the team together.

Progress has also been made with the installation of the hind sections of vacuum pipework and fittings. The four hole flanges we need for vacuum pipework have been laser cut. An order has been placed with a local works to deliver parts profiled and bent as necessary for the assembly of the Driver's Pedestal, a key item for the vacuum pipework installation. Thanks are due to Nick for preparing CAD drawings with which the plates will be profiled.

An exchange of return crank forgings has been agreed with Mid Hants Railway. They will benefit from a pair to suit a

Class 4, we will obtain two suited to the Class 2. We have ordered from them cast iron sand box lids and the gunmetal castings for the cylinder cock end connections and sieves. David has been machining the cylinder cock bodies and internals.

Peter continues with the machining of the six axlebox keep castings.

The installation of lubrication pipework continues along with the fabrication, painting and fitting of support brackets, clips and fittings.

We are glad to see a number of new volunteers taking an interest in the project and hope to highlight their contributions in due course.

Dick Fearn was good enough to express an interest in our loco' and accept an invitation to visit us, to inspect our work area and to allow us to remind him that the engine is owned by the Bluebell Railway and will be particularly useful, economical and appropriate in service.

A scheme to extend the present line of gabions and back fill with hard core to create a level area alongside Atlantic House has been agreed; but we have no date for the work to start. This will involve moving the frames, containers and other facilities but will enable the Poly-shed recovered from Horsted Keynes to be erected when funds are available as well as greatly improving the work area.

### **Fund-raising**

We set up our stall at the Toy and Collectors' Fair at Horsted Keynes in July and for the Giants of Steam at Sheffield Park. Useful contributions to funds and publicity resulted. Our thanks are due to those who give us books and other items to sell. As ever, thanks are due 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 to the working volunteers, some of whom come a long way to help, to 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.