

# The Bluebell Standard

Newsletter of the Bluebell Railway Standard Class 2 Project

Issue 25 Summer 2018

## Locomotive Report

This is the twenty-fifth issue of our twice-yearly news-letter for supporters of the project. This issue has been held to allow us to report setting the frames on to the locomotives coupled wheel sets and rolling it into our newly erected working space in the ex-Horsted Keynes "poly-shed".



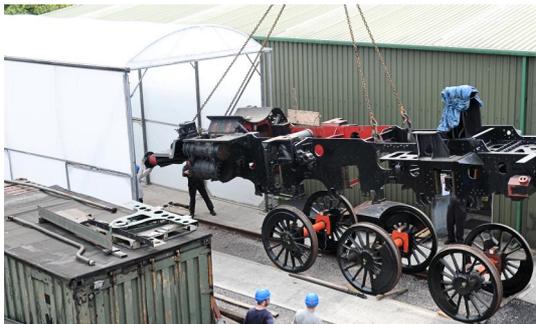
Home at last. The rolling chassis partly in our shed.

84030's working group were on site before 8am on to check the location of each wheel set and retire to a safe distance to watch the crane being prepared and the lift itself, unless called to assist.



Wheels and axleboxes ready with Peter, Des, Alan, Chris, Brian, Mike and Tony.

The Coussens crane made short work of picking the frames from their location on stands in the yard and easing them into position, front buffer beam first, at the entrance to the shed.



The image below shows the leading axleboxes in place between the leading horn guides with the focus of attention of the driving set.



Leading set completed. Driving boxes set to engage.

As soon as safety protocols permitted, most of the team, in a justifiably relaxed mood, took back possession of their loco' and after a good look at the results, were anxious only to get on with the work ahead.



All well satisfied with the results.

The next stage will be to clean up and refit the horn keeps with new bolts as needed.

Site preparation and the acquisition and erection of the unwanted poly-shed from Horsted Keynes have been central to future work on the loco' of which the re-wheeling was the most recent step.



The new work area with track and shed anchors.

Since our last report the ground work for the poly-shed has been completed,

namely the installation by John Millam of concrete sleepers surplus to Bluebell Railway requirements, anchor steel to secure the poly-shed against wind loads, flat-bottom rail and clips from Network Rail Recycling and finally two reinforced concrete work areas alongside the track.

By arrangement with the Camelot Society, their new container was lifted into position to the rear of the poly-shed before the latter was erected. Tunnel Vision, on behalf of the original supplier, used the original framing with a new white opaque uPVC cover. It has already proved to be really effective and not as hot in sunny weather as had been feared, probably also due to the shade created by Atlantic House. We are planning a demountable sheet across the upper section at the entrance to the shed to reduce wind-blown rain. This is likely to carry an advertisement of the project.



Covering the newly erected 40' long Poly-Shed

The different lubrication systems on the loco' have been receiving attention. Prior to the lift, the grease supplies to all six horn faces were proved using the yard-based greaser. The test proved well worthwhile as a blockage in one line, which would have been hard to prove afterwards, was detected and removed and a failed joint remade.

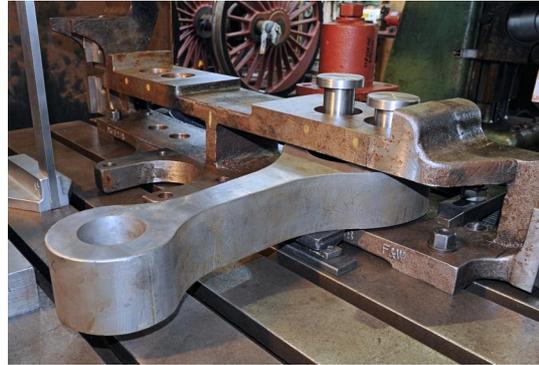
Brian has been progressing with the lubricating oil pipework runs from the lubricators. Reference is being made to photographs of the BR Class 2 2-6-2 standards to reproduce the original runs.



LHS lubricator with some of the oil pipework.

Following commitments to other more pressing work, Derek is making progress with machining the hind truck frame, seen below with one of the swing links trial fitted.

He has also made a start with marking up and machining the centre cradle side motion restraining gear fore and aft faces. One of the two spring loaded damper units used on each truck may be seen in the background.



Hind Truck Frame with a Swing Link.

Eight cotters for the truck spring yoke spring shoe pins have been laser cut. Lack of access to workshop machines has slowed down other components including cylinder drain cocks.

In response to an opportunity to purchase proper square section safety springs, we have placed an order for two. These and the valve bodies are standard across all the BR Standards although the set pressures differ across the Classes.

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.