



84030 Rebuild Project



Newsletter No7 July 2023

It started with a heat wave where the paint on Harry's brush dried before he could get it on the item to be painted, followed by thunderstorms, high winds and a hosepipe ban, it must be an English summer!

But things are happening. The side tanks for 84030 had recently been completed by our colleagues at the 4253 Loco Group based at the K&ESR and on the 18th July 84030 was dragged out into the sunshine by the workshop staff led by Andy and Ben from its polytunnel home to an area in front that had been cleared in readiness for the arrival of the side tanks. The frame was positioned as far forward as possible to the tramway for ease of access.





To transport the tanks a HIAB lorry capable of lifting 5 tonnes with a 15-metre reach was arranged, the plan being for the tanks to be lifted straight onto the frame and with the HIAD pulled up on the tramway adjacent to the frame it was well within its reach.

After many months of design investigations, design group meetings, and visits to the 4253 Loco Group it was to Brian's and my relief that both tanks were easily positioned in their correct position on the frame and will require very minor final adjustment. A particular area of concern was the cut out in the lefthand side tank to accommodate the reversing gear, but it fitted like a glove.

The success of the tanks was due to the great effort by Nick Wren and Vic Short in deciphering the available BR drawings to produce over 70 working drawings and the manufacturing skills of Charlie and the 4253 Loco Group.



Thanks must be given to Ben and his workshop team in the supervising and positioning of the tanks onto the frame of 84030.

Once the tanks had been secured on the frame 84030 was pushed back into the polytunnel with the bunker area left out so that the gantry hoist can be raised allowing the top panels to be lifted into position.

Work has continued in other areas with Peter and Alan making handles and locking parts for the cupboards forming part of the cab side bunker panel.

Harry has been keeping up with the painting of bunker panels now that all required panels have been profiled and delivered.

Brian, Vic, Tony and myself have been making progress on building the bunker which is proving to be a slow and at times a little awkward.

Nick and Vic have now turned their attention to the cab, this again will take some deciphering before a set of manufacturing drawings can be produced.

Our forward plan is to have the bunker, if not complete, not far off by the end of this year and to get the cab panels out for profiling.

We still await the boiler to be transferred to Sheffield Park from its current home on a flat wagon at Horsted Keynes. Once at the Park work can get underway needle gunning and painting the barrel and stopping any further deterioration.

The project can only progress by providing a stream of income, one way is by a donation(s). Please see our [web page on the Bluebell Web site](#) under department news, loco works.

If you know anyone interested in joining the working group especially if they have an engineering skill, please ask them to contact me, Chris Wren on ccwren@gmail.com