

84030 Rebuild Project

Newsletter No9 July 2024

Since the last news letter work has progressed on the bunker with all panels in their final position, majority of rivets fitted, and the welded seams started which are extensive and will keep us very busy for quite some time. There is still some riveting of the angle iron supports to be finished and the beading around the top edges to be fabricated and installed.



The steps for the back panel of the bunker are being fabricated with three of the five required already welded in position. Hand rails for the side and back of the bunker have been fabricated and welded in position.



Above four of the six lamp brackets required for the back of the bunker under construction and they will soon be fitted.



The tool box located on the bunker shelf has been constructed and welded in position. Three of the four doors have been fitted, and the wooden lining for the detonator storage in one of the compartments made.

Fabrication of the coal hole doors is well under way and will shortly be fitted to the bunker.

Before starting on the cab, it was decided to manufacture the cab floor supports and obtain the metal flooring panels and at the same time the backing panels to support the cab steps. This will allow the cab access steps to be finally position and installed. It is then intended to install temporally wooden flooring. This will allow easy access to the cab area and provide a safe working area.



First of a number of cab floor supports

As all manufacturing drawings for the cab floor and steps are complete attention will now be directed to the production of manufacturing drawings for the cab panels and roof.

A task which will require careful consideration is the joining of the cab to the side tanks. Until the boiler can be temporarily position on the frame the final positioning of the side tanks cannot be made as clearance between the boiler and tanks is necessary. It should be remembered that the engine started life as a tender engine!

We have now got all the brass castings (those known and those hiding!), that were scattered in a number of places around the railway, in one place. This will allow us to identify any missing castings and the extent of machining required.

So, there is plenty to keep us occupied for the rest of 2024 with the intention of the bunker being complete and the cab floor complete albeit with a temporary wooden floor.

Progress will be quicker if we had more volunteers; our current group of working volunteers are all retired and male with several over 80.

Being male or over 60 is not a required qualification!

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

And finally 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.