



## 84030 Rebuild Project



### Newsletter No11 July 2025

During the winter months, being outside, progress on the engine was at times a little slow but now with warmer weather it is full steam ahead!

With the welded seams, beading to the top panels and final rivets installed work has nearly finished on the bunker. The rear panels and buffer beam have had a top coat of paint added. Now attention is being aimed at completing the steps on the bunker, cab and the front of the engine, plus plenty more painting to the bunker sides panels and doors.



*Bunker with all lamp brackets and steps plus a coat of paint to the bunker back panel and buffer beam*



Bunker and Cab steps in their final position

Another area of work has been started on the floor supports with the intention of fitting a temporary wooden floor to provide a safe working area for the cab panels to be installed. Drawings for the cab panels are currently being produced to provide details for profiling. This is proving to be a bit of a jigsaw puzzle especially when trying to decipher old BR drawings many of which are poor quality



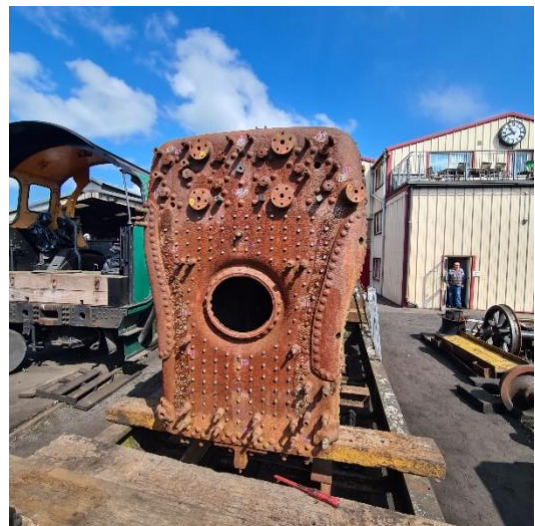
Cab floor supports under construction and shovelling plate in final position

An NDT inspector recently visited the Railway to carry out an NDT test on the B4 tank engine which is under overhaul in Atlantic House. Whilst the inspector was at the railway the opportunity was taken to bring the boiler for 84030 currently stored on a wagon at Kingscote down to Sheffield Park for an NDT inspection.

The boiler was thought to be in reasonable condition as it had only a 10 year working life as a BR engine before being scrapped having been left outside at the Bluebell for over 42 years on top of the 17 years spent at Woodham's scrap yard in Barry.

The result was encouraging, the test revealing thinning of the firebox lower outer casing, which was expected, and a known weak spot on the head of the boiler showed some cracks. The cracks were by the side of the strength shoulder plates on each corner of the boiler.

We are advised that neither issue is a major problem and both can be rectified with a new outer plate on the lower section of the firebox and the cracks welded.



One area requiring investigation is the balance pipes between the side tanks. As originally designed a 6" copper pipe was used to connect the 2 tanks at the front of the engine with a 4" balancing pipe between the tanks at the rear. To use 6" and 4" copper pipe will be very expensive if readily available, therefore, steel pipes are being considered. The rear pipe runs under the cab floor requiring a number of bends and 'sets' in the pipe. This ideally needs to be installed at the same time as the cab floor.

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](mailto:ccwren@gmail.com) and remember 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.

And finally, we like to welcome 2 new working members who have recently joined our group; John Croft and Richard Holmwood.

More importantly both successfully completed, with honours, the tea making ritual!