

Maunsell Locomotives Overhaul Update

By Steve Pilcher and Chris Hunford, Maunsell Locomotive Society

Q CLASS NO 541

Recent work on the boiler at Leaky Finders has focused on tooling the foundation ring rivets and the copper and steel firebox plates against the foundation ring to ensure a tight fit. The removal of worn studs and replacement has also been addressed.

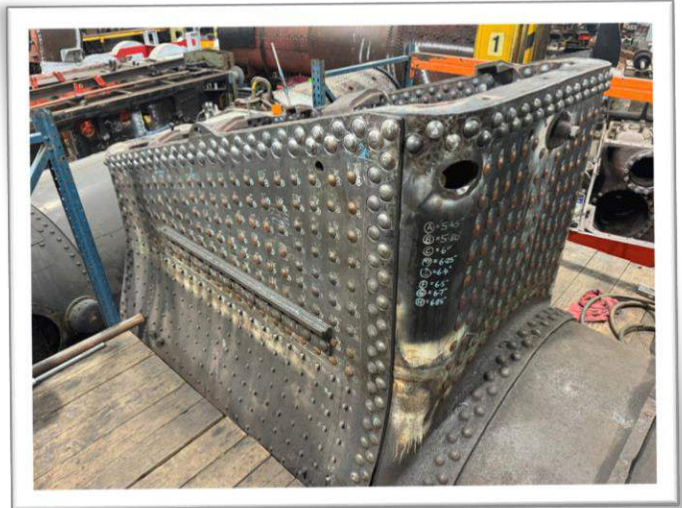
In due course the boiler will be rotated and the door ring inserted and riveted into place and marking out and fitting of stays can progress.

On the chassis, both frame inserts have been weld-prepped, the horn guides fitted and the tie faces are now being machined. The left-hand frame insert will be welded into place first before the right section, that requires replacement is removed and new section inserted. New axlebox crowns have been made.

At Sheffield Park, there has been progress on various fronts. The driving wheel springs have been tested and just one has required sending away for repair. Work is progressing on cleaning, inspecting and fettling the loco's valve gear, which will be re-assembled once the chassis returns to the Railway. New water gauges have been manufactured and assembled, and a new fireman's side injector has been machined and is ready for fitting.

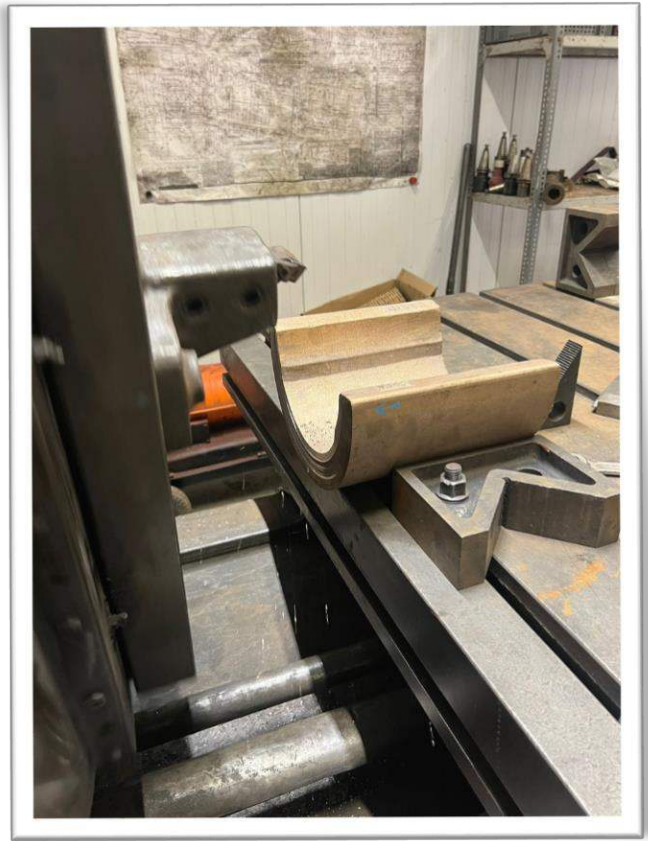
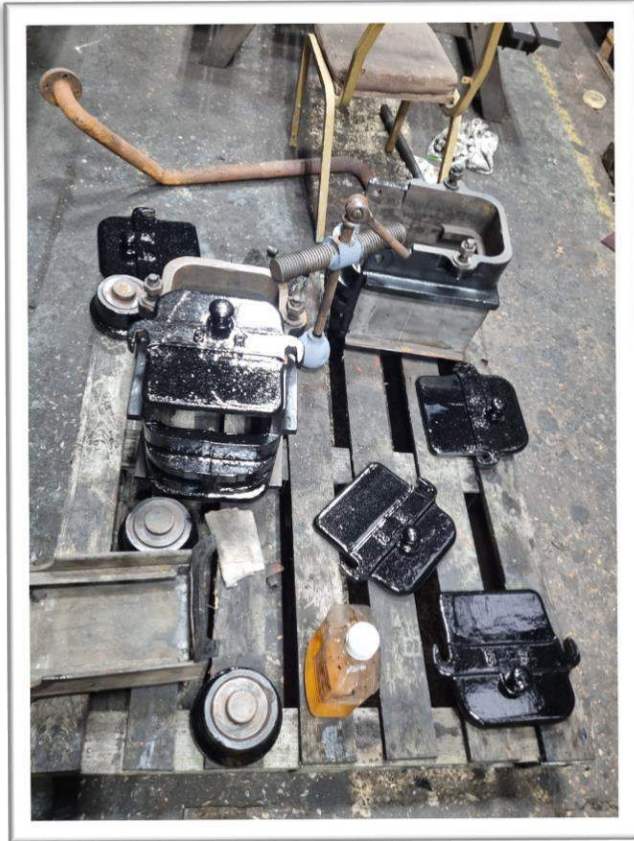
Bluebell's own pattern makers are in the process of repairing a pattern for the J-pipe and they have used 3D printing to produce patterns for new snifting valves that will be installed to help reduce valve wear.

Dave Cox and Bob Butcher are continuing to progress the painting of the exterior of the tender tank in gloss black. MLS volunteers have helped with painting other components for the tender such as axlebox covers and work continues on repairing corroded sections of the cladding.



Top: Work on 541's stays, rivets and patch screws nearly complete. Photo: Leaky Finders

Bottom: 541's coupling rods being inspected for work required to bushes etc. Photo: Steve Pilcher



Top left: Tender axle box covers in gloss black. Photo: Steve Pilcher

Top right: New axlebox crown for 541 being machined. Photo: Leaky Finders



Left: 3D printed snifting valve pattern. Photo: Steve Pilcher

SCHOOLS CLASS NO 928 STOWE

East Coast Castings are close to concluding the production of all the components that will make a new pattern for the left-hand cylinder casting that is required for Stowe. The photos show some new parts of the pattern. We hope the new cylinder will be cast in April.

Although we had the finance in place for the pattern and casting, we still need to conclude fundraising to machine the casting. We need to raise £15,000 – many thanks to all those who have been so generous with their donations thus far.

HORSTED KEYNES CARRIAGE SHOP DONATIONS

We would like to express our sincere thanks to the Horsted Keynes Carriage Shop team for donating £500 towards the Stowe cylinder machining appeal – their generosity is much appreciated.

CAN YOU HELP PLEASE?

The [Maunsell Locomotive Society](#) still needs to raise the final £3,000 or so. All extra donations will be gratefully received, preferably via the Stowe appeal in the Bluebell Railway Trust – or contact the MLS Treasurer, Steve Pilcher, jstevepilcher@yahoo.co.uk for further details.



Above: Work on the patterns for Stowe's new left hand cylinder block. Photo: East Coast Castings