

Maunsell Locomotives Overhaul Update

By Steve Pilcher and Chris Hunford, Maunsell Locomotive Society

Q CLASS NO 541

Leaky Finders have continued work on 541's boiler, focussing on riveting in the foundation ring as shown in the attached photo, which is now complete.

The fire grate carrier brackets have all been repaired and these are now bolted in place ready for riveting.

Some localised work on the lap seams is ready to take place, after which the last of the patch screws can be fitted.

Work on the chassis continues and is mainly focused on the main frame inserts. The left-hand side horn insert is complete and is awaiting final machining of the horn tie faces before being welded in place.

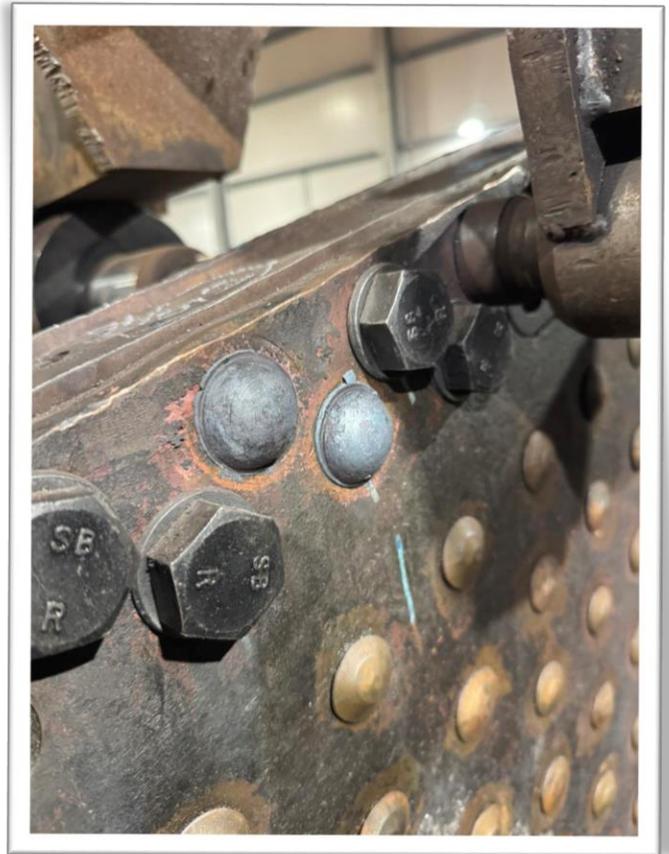
The right-hand side insert has been skimmed in preparation for fitting the horn blocks etc. See attached photo.

Meanwhile back at Sheffield Park, Dave Cox and Bob Butcher are continuing to progress the painting of the exterior of the tender tank, which is now in black undercoat.

Bluebell workshop staff have been working on the tender chassis. The brake beam has been fitted back into place under the front dragbox and brake cylinders and associated pipework have been re-assembled.

Maunsell Locomotive Society volunteers and other workshop volunteers have been busy cleaning up and painting the tender wheelsets up to black top coat along with axleboxes and other brake gear components.

It is proposed to fit 541 with snifting valves in order to help increase mileage between piston and valve examinations and Peter Loeber has kindly overseen producing patterns for the castings via use of a 3D printer that has been funded by the Bluebell Railway Trust.



Top: Riveting in the foundation ring. Photo: Leaky Finders

Middle and bottom: Frame inserts with horn guides attached. Photo: Leaky Finders

SCHOOLS CLASS NO 928 STOWE

East Coast Castings continue to progress the production of the new pattern for the left-hand cylinder casting that is required for Stowe, as shown in the photo below.

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 and as at the end of January we are getting close to the target with over £1,500 being received in January. Many thanks to all those who have been so generous with their donations thus far.

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.

Top: *Painting the tool boxes of the tender tank.*
Photo: Steve Pilcher

Middle: *Tender wheelsets in second coat of gloss black.* Photo: Steve Pilcher

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

