Maunsell Locomotives Overhaul Update

By Steve Pilcher and Chris Hunford, Maunsell Locomotive Society

Q CLASS NO 541

Down at Leaky Finders the replacement section of the backhead has had the root weld completed as part of securing it into place. Stay holes have been drilled through and measured so that Leaky Finders can maunfacture the correct length stays – see photo.

Inside the boiler all the palm stay brackets have had to be removed following suspected cracking. These have now been NDT'd and two will require replacement.

On the frames all the inside faces have been cleaned and painted up to gloss coat – see photo.

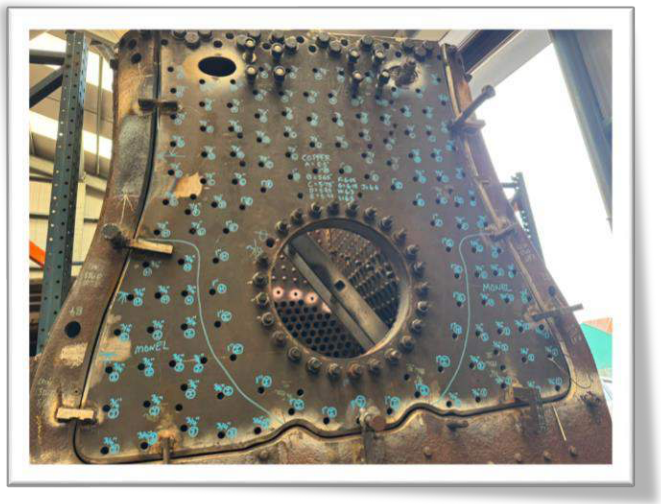
Back at Bluebell, workshop volunteers have been busy bolting down the tender tank onto the chassis. At the time of writing all was complete except for two bolts that are in awkward-to-access positions.

Meanwhile the Maunsell Locomotive Society volunteers have been progressing repairs to the boiler cladding, which is a fiddly job requiring cutting out wasted areas and then making suitable sized pieces to weld back into place.

SCHOOLS CLASS NO 928 *STOWE*

The cylinder patterns are now at the foundry and the sand mouldings have been made as the final step prior to the cylinder casting being produced.

We would like to thank all those MLS members and supporters who responded so generously to our appeal to raise £15,000 to help cover the cost of machining the cylinder casting.







Top: *Replacement section of 541 boiler backhead root welded into place. Photo: Leaky Finders*

Middle: *Inside of 541's frames after cleaning and painting. Photo: Leaky Finders*

Bottom: *Sand moulds for Stowe's cylinder casting. Photo: East Coast Castings*