Maunsell Locomotives Overhaul Update

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Q CLASS NO 541



At Leaky Finders, we're pleased to say the replacement part of the backhead has now been welded in place and the non-destructive testing of the weld is complete. This has taken longer than expected but is a significant milestone in the overhaul of the boiler. Work is now underway reaming and tapping the backhead stay holes and installation of the stays. Alongside the above, the throatplate inserts have been welded in place and also non-destructive tested.

Next steps in the boiler overhaul are the final riveting of the foundation ring, and the last four remaining patch screws. Once all the stays are fitted in the backhead, the boiler can then be turned on its side for fitting of the new palm stay brackets and then turned up right for fitting of the tubes.

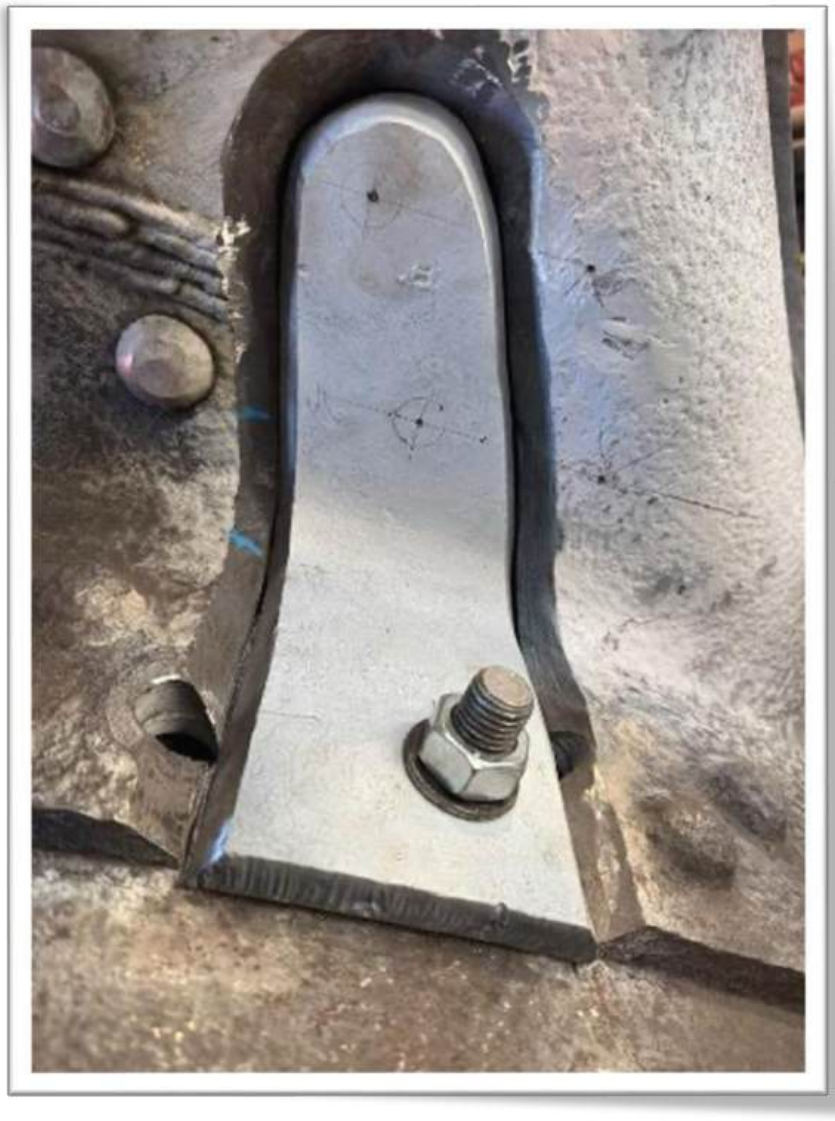
With the main focus being on the boiler, work on the chassis has paused slightly, with only machining work of components, such as spring hangers, on-going.

Back at Bluebell, work continues in the machine shop on machining various components for the Q, including Steve Heckford progressing machining the new snifting valve castings. The snagging of the painting of the interior of the new tender tank has been completed by MLS volunteers and work has continued on fabricating new inserts to go into corroded sections of cladding.



Top: *Replacement section of backhead welded into place. Photo – Leaky Finders*

Right: *Machining of the various components of the new snifting valve castings is underway at Sheffield Park. Photo – Simon Blaker*



Throatplate insert ready for welding into place.

Photo – Leaky Finders



Machined snifting valve components.

Photo – Simon Blaker