Maunsell Locomotives Overhaul Update

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SCHOOLS CLASS NO 928 *STOWE*

Down at Leaky Finders the horn guides have been trial assembled onto the frame inserts and now require some minor fettling before the left-hand side is ready for welding into place. The right-hand side will follow immediately afterwards. The remainder of the inside of the frames have been painted in topcoat.

Work is continuing on the manufacture of the new axlebox crowns in preparation for metaling the thrust faces within the next month.

Inside the firebox, both lap seams have welded, dressed back and the patch screws fitted and tooled over.

All the old palm stay brackets have been removed and we're waiting for prices from profiling companies to manufacture the new brackets.

Back at Bluebell, workshop volunteers have completed bolting down the tender tank onto the chassis and together with the workshop staff have got the brake cylinders, brake blocks and brake rigging up on the chassis. The inside of the tender tank is having undercoat and topcoat added to the rust resistant primer in order to try and maximise the longevity of the tender tank.

Meanwhile the MLS volunteers have continued progressing repairs to the boiler cladding. Work is currently focussed on repairing curved sections of the cladding where there has been corrosion.

Since preservation, the Q has carried a Standard class 4 chimney as carried by certain members of the class but not 541. The Standard class 4 chimney that had been used is life expired and it is our intention to refit the Bulleid chimney which she carried when withdrawn. The angle iron at the base of the chimney will need to be replaced, otherwise it is sound. A new blastpipe will need to be fabricated.

Snifting valves are also going to be fitted in order to reduce wear on the valves when working tender first and new castings have been delivered to Sheffield Park, based on a 3D pattern produced by Bluebell's pattern makers.



Top: *Original Bulleid design chimney to be re-used on 541, once repairs are completed.*

Middle: *New sections of cladding to replace corroded areas.*

Bottom: *541's tender showing brake rigging and brake blocks in place.*

All photos: Steve Pilcher