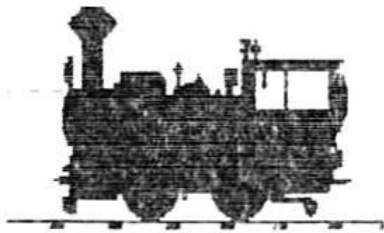


MAINTENANCE *NEWS*

FROM THE RAILWAY PRESERVATION SOCIETY OF IRELAND

November 1989

Members are continually being bombarded with requests to come to Whitehead and Mullingar to help with the winter (and summer) work programmes. Many of you have asked for more details about the work which is continually going on, and this occasional newsletter is an attempt to explain more fully why we need your help this weekend.



LOCOMOTIVE DEPARTMENT

The winter maintenance season of 1989/90 heralds a major programme of work on our locomotives. To provide motive power for the 1990 season No.4 requires repair work on an outside rod bearing, which needs to be re-metalled, and repairs to the driving wheel springs. These were recently replaced but must have been badly tempered, as several leaves are broken and they need replacement. On top of this (literally), the tubes are reaching the end of their useful life, and some will probably have to be replaced before the spring when the engine returns to traffic. Autumn 1990 will see the boiler removed from the engine for inspection and repairs, a really major task.

No.85 will also require minor repairs this winter, so that both our main locomotives will be available for traffic next year.

More importantly, to bring our other engines back into traffic over the next couple of years, work will have to be carried out now over this winter. No.461's general overhaul is continuing, with the boiler having been removed from the frames. Work has been going on to build up wasting around the tubeplate, and cleaning scale from the firebox foundation ring. When all this is completed the boiler will be retubed. Meanwhile work has been continuing in the evening classes at Belfast College of Technology making parts for the engine, and further reassembly of the motion will continue in the near future. The drop grate is rapidly taking shape and the ashpan is nearly complete. There is a great deal still to be done if No.461 is going to emerge in the first half of 1990 to begin running-in trials. The existing squad of under a dozen regular workers require all the help they can get!

At the same time No.171 is being prepared for the boiler to be removed. This engine requires a complete retubing and some relatively minor mechanical work, and is required for traffic in early 1991.