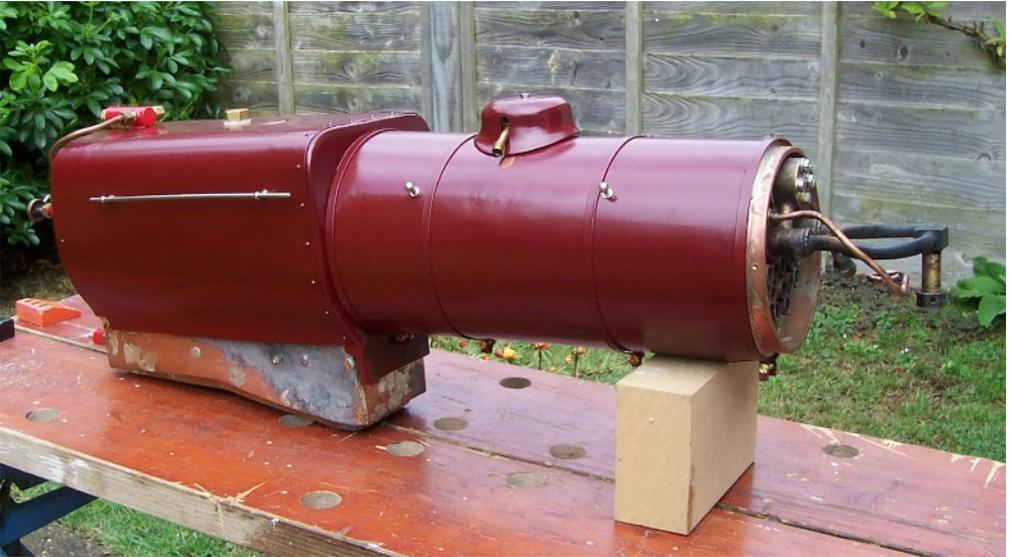


The ups and downs of buying a model steam locomotive. Part 10: Reassembly and steaming- Roger Stephen



The cladding is on, the top feed fitting is on, the blower pipe and superheaters are fitted and the boiler is finally ready to put back in the chassis frames. Nearly finished.....

Having got the lagging trimmed to size and wrapped around the boiler I then slid the cladding sheets into place, put the boiler bands on, refitted the superheaters to the wet header with a new gasket and four stainless steel screws and put the blower pipe back onto its nipple on the smokebox tubeplate. Lastly, I dropped the top feed fitting into its huge bush on the top of the boiler, tightened the eight stainless screws (not too tight!) and then put the freshly painted cover on top. My boiler was now ready to be remounted in the chassis frames.

Reassembly from there was pretty easy: basically dropping the boiler into the frames, reconnecting all the pipes I had prepared earlier and securing the boiler. Previously the boiler had just been pushed into the smokebox and jammed between the frames at the back. I had attached a pair of supports to the back end of the boiler which could slide fore & aft with expansion and thought it best to fix the front end of the boiler to the smokebox to make a proper job of it. These being made of copper and brass respectively it was a simple job with a hand drill and 8BA tap to put a screw in each side and one in the top. The only tricky bit was fitting the front boiler band because you need size zero fingers to get in there and do up the bolt that tightens it down. There is a step between the cladding and the smokebox so the plain band does not fit too well so I will make up a stepped band some time to make it look more pretty. That was it: reassembled in one afternoon!

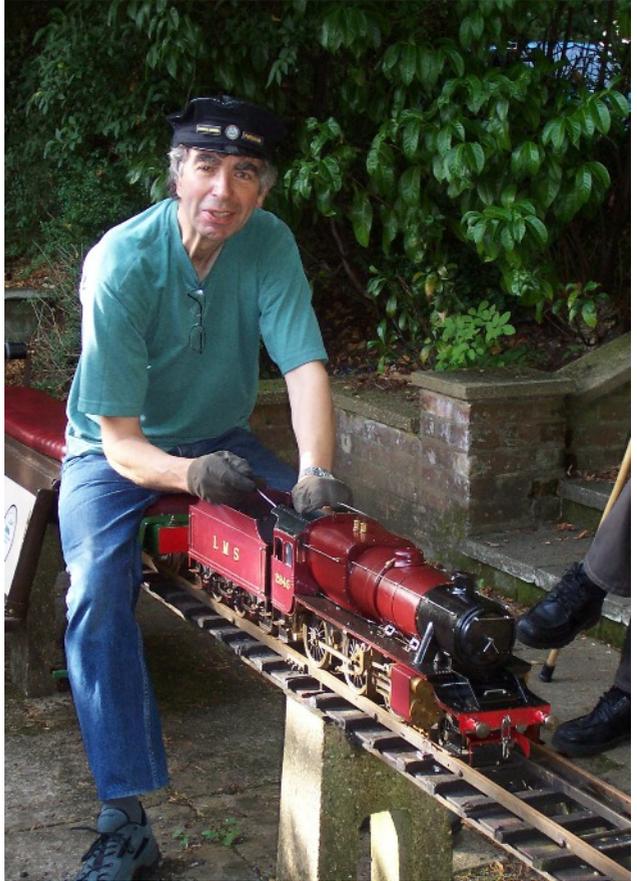
The next day a test steaming in the garden on my rolling road went without a hitch, keenly observed by a couple of blokes visiting the next door neighbours. Finally, on 14th September

St Albans & District MES

last year I submitted the Princess for her official steam test. To my delight she passed without any problems and I enjoyed three successful outings at the track before winter set in.

Finally, I must repeat my thanks to all the club members who helped in so many ways with the repairs - I could not have done it without you. I learned an enormous amount about model engineering as well as how useful it is to be in a club like ours.

What's next? Believe it or not it's another Princess Marina for restoration! However, this one has no tender so I am converting it into a Stanier 2-6-2 tank engine, inspired by a similar one built by a former club member, the late Jim Stratford, many years ago. Those of you who came to the 2011 AGM will have seen the chassis frames in the display of work in progress. There is a long way to go on this project but after my experiences with my first Princess Marina feel I have the confidence to see it through and there is nothing I am particularly concerned about. Unless I'm being naive!



Finished! This is what its all about: first steaming at the track on 22nd September 2010. Princess Marina performed impeccably for a couple of hours, hauling passengers better than previously.

Next project: converting another Princess Marina into a Stanier(ish) 2-6-2 tank engine.

Mine



Jim Stratford's

