

Q Class 541 Overhaul Progress

By Steve Pilcher and Chris Hunford, Maunsell Locomotive Society

Work is progressing well on the chassis at Leaky Finders, with the first of the new frame inserts having been welded into place. The leading and trailing horn blocks have all been fitted, using new bolts that have been machined on site.

As part of dismantling the loco and cleaning items up, it was noted that there were cracks in four of the horn blocks and these have been sent for welding up. The driving wheels are now back at Leaky Finders after machining of the journals so a start can now be made on setting up and machining the new axlebox crowns.

As regards the boiler, the majority of the new copper and monel stays have been fitted on the sides of the firebox. The work to install new patch screws to secure the new outer steel wrapper

plates to the throat plate and backhead has also been completed. There are a few minor fractures to address in the doorplate and once these have been welded up the new backhead can be fitted. The foundation ring can then be fully riveted in place and the boiler turned the right way up ready for fitting of the new tubes and flues.

Back at Sheffield Park, the tender has been temporarily re-wheeled to move it out of the workshop for the duration of model railway weekend. In due course the tender tank will be lifted off to enable it to be painted.

The Maunsell Locomotive Society volunteers have continued cleaning and priming various sections of the loco's boiler cladding that are present at Sheffield Park.

Right: Reaming the right hand fitted bolt holes.
Photo – Leaky Finders

Below: Leading front horn guides in place and new fitted bolts installed to secure the cylinder block.
Photo – Leaky Finders





Left: Tender tank and chassis temporarily re-wheeled. Photo – Steve Pilcher

Below: Boiler cladding in first coat of undercoat. Photo – Steve Pilcher

