

Q Class 541 Overhaul Update

By Chris Hunford and Steve Pilcher, Maunsell Locomotive Society

The final snagging jobs have been completed on the new tender tank at Rolvenden and arrangements are being made to co-ordinate a lorry movement in order to transport it to Sheffield Park, hopefully around the end of March. We eagerly look forward to seeing it.

The workshop staff are progressing work to fabricate the new front dragbox for the tender chassis. The machining of the journals of the brake beam shaft has been completed.

Meanwhile workshop volunteers Nigel and Trevor have continued painting various parts of the chassis and other members of the MLS working

party have continued cleaning and painting various parts of 541's cladding.

Down at Leaky Finders re-staying of the left-hand side of the firebox is well underway and new monel stays are being machined in house ready for fitting in due course.

Work on the chassis has centred around tidying up some of the smaller items and preparing for the optical alignment work which should, by the time you read this, be well advanced. The purpose of this is to take measurements and align the whole chassis before some work to insert new sections of frames starts around where the horn guides are located – see photo.

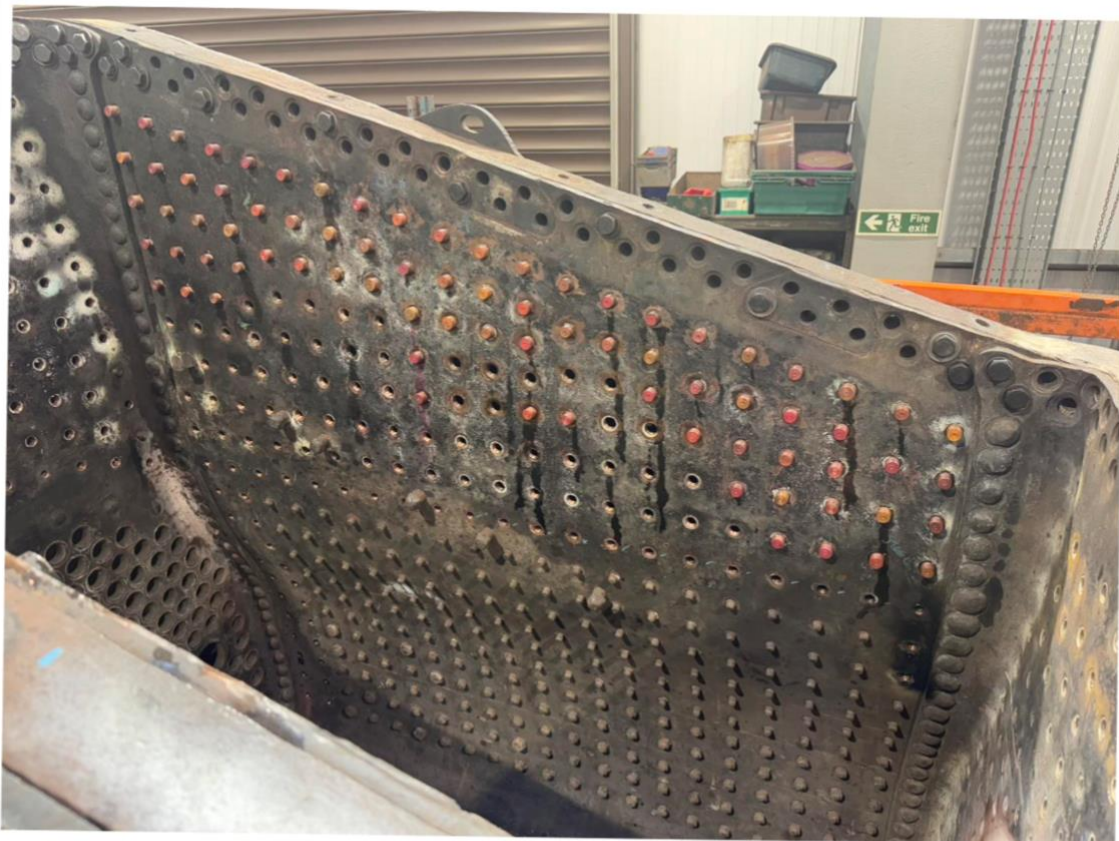


Left: New parts for 541's front dragbox and a new section of inner frames for 541's tender chassis, at Sheffield Park.
Photo: Steve Pilcher

Below: Further work on cleaning and painting loco boiler cladding.

Photo Steve Pilcher





Left: View of 541's inner firebox, with new copper stays being fitted.

Photo courtesy Leaky Finders

Below: Optical alignment equipment being set up to take measurements.

Photo courtesy Leaky Finders

