

Q Class 541 Overhaul Progress

By Steve Pilcher and Chris Hunford, Maunsell Locomotive Society

The tender tank has been dismantled from the chassis and placed on the ground again in the workshop. This has enabled the underside to be painted by workshop and Maunsell Locomotive Society (MLS) volunteers.

The workshop staff have been busy refurbishing various components of the tender brake gear and workshop and MLS volunteers painted some of the components, including brake cylinders and brake beam. *[Photos right – courtesy Steve Pilcher]*

Down at Leaky Finder's works in Devon, all the copper stays are now machined, fitted and headed over on the fireside, with half of them headed over in the outside.

The two front mud hole doors have been repaired and fitted to the corresponding openings in the throat plate. Middle door is being worked on at the minute. *[Photo below – courtesy Leaky Finders]*

A countersunk hole and stud holes have been drilled in the throat plate for the blow down.

The driving wheel horn blocks are away at a specialist contractor having some cast iron welding repairs which is taking place as this report is being written.

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

