Maunsell Locomotives Overhaul Update

By Steve Pilcher and Chris Hunford, Maunsell Locomotive Society

Q CLASS NO 541

Down at Leaky Finders work is underway to weld in the replacement part of the backhead and the non-destructive testing of the weld is due to take place at the end of October. The boiler will then be placed on its side to enable new palm stays to be fitted.

The first frame insert is also being welded in to place. Work is underway to improve the spring hanger holes to enable new spring hanger pins to be fitted. At the time of writing all the spring hanger links have been machined true and new pins are also being machined before sending away for case hardening. This will just leave the holes in the frames needing reaming out before the arrangement can be fitted.

Back at Bluebell, the workshop staff have completed the installation of the water gauge float. A system of new pipework has also been installed to allow a fire pump to be supplied from the tender, if required.

The arduous task of painting the interior of the tank up to gloss coat finish has been completed by Maunsell Locomotive Society volunteers, with just a bit of snagging to be undertaken. A good coat of paint on the interior will help increase the life expectancy of the new tender tank.

Outside, MLS volunteers continue to progress fabricating new inserts to go into corroded sections of cladding, this involves repairing some quite complex curved sections.





Top: *New spring hanger pins machined by Leaky Finders. Photo – Leaky Finders*

Bottom: *Newly painted interior of the tender tank. Photo - Steve Pilcher*



Left: *New copper ball float inside the tender tank. Photo – Steve Pilcher*

Below: *Further new section of cladding to replace corroded areas. Photo – Steve Pilcher*

