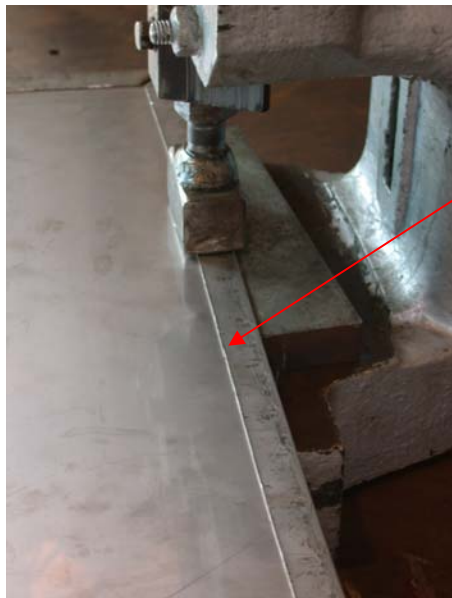


Class 40 Cab window drip tray modifications



Side sheet edge being pressed

Droplight windows allow moisture in, which 'sits' in the window cavity. The inside side sheets of the cab have, therefore, been replaced with stainless steel, which withstands corrosion far better than the original sheets. Here we can see the side seams being formed with a 'fly press'.

Rain diverter strip detail

We have designed a method to divert any rain water that gets past the window seals into the drip tray. This is something that the original design on Class 20, 37, 40 & 55 omitted. As a result all classes suffered from corrosion under droplight windows.



Rain diverter strip after sealing

The rain diverter strip is attached to the side sheet with silicone sealant and bolts. This ensures that all water is successfully diverted. The stainless steel is then painted with an acid based etching primer.



Drip tray box

As part of the redesign, we have included a new stainless steel deep box to collect any water inside the drip tray area. The diverter strip hooks into this box.



Drip tray drains

Water that gets into the drip tray is drained from the locomotive down three stainless steel pipes. The original design used steel pipes of a narrow diameter which blocked easily. This then contributed to the corrosion problems. To tackle this we have increased the pipe diameter.



Drip tray drain detail

A top view showing the diameter of the new drain pipes. The droplight window mechanism is welded to the base of the drip tray box, providing a completely sealed system.