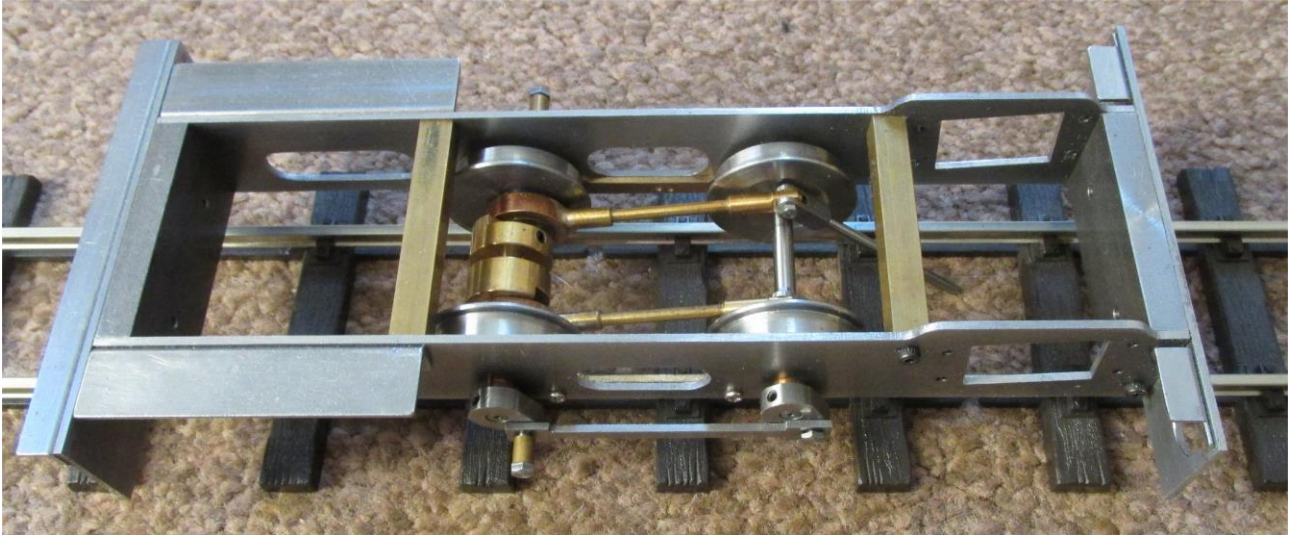


### WILD ROSE 3

Last time I had just assembled the frames, now things have moved on a bit. Wheels have been turned and fitted and I also have the (slip eccentric) valve-gear present together with the coupling rods. All moves smoothly after a little fettling.



Those of you familiar with this design will spot that I have changed the eccentric straps from the spit type to solid circular ones. This was for simplicity of machining but needs the compensating move of a bolted pivot in the valve rod to permit the easy dropping of the wheels, the original two parts of the valve rod being assembled by rivetting.

I was not impressed to find that all my stock of 3/32" stainless steel was drawn (and rather poorly at that!) rather than centreless ground. A quick order sorted that issue, though the postage was rather more than the material cost! That enabled me to complete the valve gear to the stage shown in the photograph.

I've a sneaking feeling there might be an error in the dimensions of the valve-gear....time will tell! I will crack on though, rather than simulating the valve events on the computer at this stage, as it may all work out, and it shouldn't be too difficult to sort if it doesn't.

For those interested in a few statistics, the wheels are 26mm tread diameter, the crank throw is 6.5mm and the total valve travel is 5mm. A video of Dave's now elderly prototype running on his railway can be seen at <https://www.youtube.com/watch?v=QkesTWt2Pu4>

Right, where is the cylinder material.....