

Workshop hours have been limited recently due to other priorities and unforeseen DIY jobs.....I feel that I am getting a bit too old now for reaching out from the top of a long ladder! However, when not nervously perched on top of the ladder, some workshop progress has been made. The tender is now completed and has been painted and lined out. In fact I had to paint it twice and I don't mean two coats, I mean I had to start again! The first unsuccessful attempt resulted in a paint surface with lots of bits on it and I realised that I had painted it without fitting the usual micron filter to the air line of the spray gun. Anyone else forgetting stuff these days!

The lining out mainly used waterslide transfer sealed with a coat of clear varnish, the wooden coal floor is made from lolly pop sticks and the fireman's bucket was stolen from a dolls house! None has noticed yet but I fear repercussions someday. You should also be able to pick out two injector water feed valve handles, the axle pump quick release connector, the tender water scoop lever and a small tap for filling the bucket.

Another job I have done is to make a split eccentric to fit to the locomotive leading axle for a drive to a mechanical lubricator. The original idea was to use a displacement lubricator on this engine but the more I read about them the less I liked the idea. The main issue was that there was nowhere to fit a condensing coil and without one all the pundits said that reliability was poor. I don't recall having to make a split eccentric previously as any eccentrics needed were always fitted to the locomotive axle before putting on the wheels or the drive taken from the valve gear or piston rod crosshead. Since the wheels were all firmly in place and there being no way to drive a lubricator from the valve gear without it looking a right mess a split eccentric it had to be. Making and fitting such an eccentric to the axle was not that difficult but did need some careful marking out and machining. To allow for the two parts of the eccentric to be faced off, bolted together and the whole machined circular to take the eccentric strap a quite large lump of cast iron was called for, something over two inches in diameter. I am now working on the eccentric rod and its bearing supports and fiddling with the lubricator to get its position right as there are a number of obstacles in the way. The lubricator will be hidden under the locomotive front valance.

Finally, I have painted and lined the cab, put on the windows, side screens and the cab side numbers..









