

# Sussex Miniature Locomotive Society Ltd

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## BEECH HURST NEWS



### Cover picture: -

*A New Dawn:* By contrast to the snowy December cover, February is the fiery sky of a new dawn over Beech Hurst captured a few weeks ago & hopefully a sign of brighter times ahead during 2021...

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## **Editor's Notes**

When I started these notes, England was in the grip of a cold snap and there was a dusting of snow on the ground outside. Now as I finalise this edition, it is the beginning of March, spring just around the corner and a renewed optimism for better times to come during 2021. As I wrote in my December notes, 2020 was at times a challenging year but despite the hurdles we still managed to tick off some notable projects. Let us hope we can carry some of that momentum into 2021. I hope that member's workshops are still busy and at a time of the year when they normally might be. With a fair wind and some good luck, hopefully our lockdown projects can come out of their boxes during the summer to showcase that despite all that has passed us by, our time has been put to good use.

It seems a long time ago that I pushed the send button on the December edition, late on Christmas Eve. I would like to thank all members who contributed to the newsletter during 2020 and to Mike W for the weekly 'Wharfedale News'.

The February edition would sometimes report on our New Year's Day social and always report on our display at the London Model Engineering Exhibition, sadly both of which cancelled in 2021. In this edition, Roy P, together with Steve T, has produced a reference summary for those members interested in learning or reading about injectors. The detailed references relate to copies of SMLS newsletters or external model engineering publications. In addition, I have written a couple of short pieces together with pictures from my recent model engineering activities and there is an updated Diary, so please read on and enjoy...

**Andrew B**

## **Chairman's Notes**

Dear all, we are well into the New Year and at last we are seeing some improvement in the forecasts on the progress of Covid-19 control.

The committee's aim now is to move towards reopening as fast as the government allows. That, I am afraid, is the unknown because even with the 'Road Map' to a more open life it is still dependant on the Covid-19 health issues moving in the anticipated direction. We cannot put ourselves or others at risk but we did come up with a 'Road Map' for SMLS at our last meeting and this has been submitted to MSDC for comment to ensure that it does not clash with any of their plans to reopen the facilities in the park.

We will send this out by the 8<sup>th</sup> March even if we have not received a reply so that subject to there not being any problems with the council you can see how we anticipate to move forward within the restriction guidelines of the government.

As I said before Christmas there are many important items on the 'to do' list but we are ready to meet the challenge when we can.

I am very grateful to Tom, Andrew B & Andrew S for continuing to carry out the security checks.

I have just completed the 48<sup>th</sup> edition of the 'Wharfedale News' and again repeat my thanks to those who have, and still are contributing each week to keep it going. Let's hope we can meet up soon. Stay safe...

**Mike W**

## New Year's Day 2024 – From the Archive

Cancelled due to the Covid-19 pandemic, I thought I would include a pictorial interlude from the recent New Year runs because this year we could not enjoy our annual mid-winter social... **Picture below:** 2020 with Marc driving a 'Polly 4'.



**Picture above:** 2019 with Fraser, Sam H & Sam R driving the '08' + goods train.



**Picture above:** 2018 with Dave M, Sam H, John G & Andrew S driving 'Black 5'.



**Picture above:** 2017 with my 'Railmotor' and note the umbrella – a soggy day!

Let's hope that New Year's Day 2022 can go ahead as planned...

**Andrew B**

## **Injector Literature Assessment – By Roy P & Steve T**

In the work I have been doing studying injector performance and developing a theoretical model for predicting outputs of injectors, I asked Steve Turner to find all published articles in the model engineering press on injectors. To this end, Steve came up with about 140 articles, many of which I have found very useful. Thinking about the wider use of Steve's work, I thought it worthwhile producing a reduced list of the articles most likely to be of value to Club members, together with a short note about the content of the article and its potential usefulness. The result is this short article which I hope some members will find useful, now or in the future.

Articles listed here are given with their full citation information. If you want to obtain a copy of any of the magazine articles for your personal use only, you can in most cases either look in the SMLS library or contact Steve Turner (e-mail: [stevet50@btopenworld.com](mailto:stevet50@btopenworld.com)) who will be able to send you a pdf copy. I stress copies can be provided for personal use only and must not be passed on to any Third Party who could use it for financial gain. There are two books in the list which obviously can only be accessed by buying or borrowing the book.

I have grouped the articles in the following categories which hopefully will save time when looking for particular topics:

- How to make an injector and how they work
- Different types of injector
- Injector performance and testing
- Injectors for specific model locomotives

### **How to make an injector and how they work**

*LBSC, Injectors parts 1 and 2, Model Engineer Vol. 51, Issue 1229, 1924, p 546-547 and Issue 1230, p 578-579.*

This was one of LBSC's early reports on making small injectors and looking at the drawings it is not surprising that it would have been difficult to produce one of his injectors and that it worked. Nevertheless, it is obvious that LBSC had a great understanding of how an injector works and the factors that are important during manufacture such as concentricity of cones. This article is worth reading simply for its historical significance.

*C. M. Keiller, Miniature Injector, Model Engineer, Vol. 84, Issue 2094, 1941, p 510-511.*

This is an early article by Keiller who identifies a number of injector features that are important and others that are unimportant. For instance, the gap between the combining and delivery cone being unimportant and it is not essential to use large diameter pipes for either the steam or water deliveries, contrary to much advice. What is important is the steam cone and its penetration into the combining cone. Considering this article was published in 1941, it is surprising that many of these findings were not recognised and are doubted even today.

*C. M. Keiller, Miniature Injector (Minninjector), Model Engineer, Vol. 88, Issue 2175, 1943, p 26-29.*

Keiller describes one of the smallest injectors capable of delivering no more than 4 oz/min, suitable for 2 1/2" locomotives, full detailed drawings are presented.

*LBSC, Injector (A Few More Signposts), Model Engineer, Vol. 88, Issue 2181, 1943, p 172-174.*

This article is a response to Keiller's article on the mini-injector and demonstrates some interesting viewpoints & areas of controversy, making interesting reading.

*LBSC, Injector's – How they Work, Model Engineer, Vol. 119, Issue 3002, 1958, p 711-713.*

Whilst some of LBSC's descriptions of how an injector works are not all strictly correct, he gives useful information. In particular, he mentions the Davies and Metcalfe method of splitting the combining cone lengthwise and hinging it so it would allow steam to escape and re-start the injector. An interesting concept which is achieved in model injectors with a two-part combining cone & ball valve.

*C. M. Keiller, Small Injectors, The Journal of the Society of Model & Experimental Engineers, Vol. 3, No. 5, 1962, p 99-104.*

This is based on a talk given by Keiller to the SMEE and represents an excellent presentation of engineering details necessary to reproduce the manufacture of reliable model injectors. Prior to Keiller's work, much had been published but not in sufficient technical detail to allow different people to produce the same results. At the end of the article, K. N. Harris gives details of how to make reamers for the injector cones by filing the taper & flat, which is possible but not recommended.

*Jim Ewins, Injectors – How they Work and Why They Sometimes Don't – (publication details not known but probably in the early 1960s)*

This article is one of the best technical summaries of how an injector works. Ewins points out that many earlier descriptions of how an injector works are wrong. This is primarily because early work did not appreciate that the steam pressure at the exit of the steam cone was below atmospheric pressure and was the prime mover to suck water into the combining (draught) cone. Ewins also addresses the temperature of the water supply and gives good practical advice for model locomotive users.

*Fred La Roche, The Linden Secret (Injector's), Model Engineer, Vol. 191, Issue 4200, 2003, p 73.*

This is a letter from Fred La Roche which reproduced a letter written by Jim Ewins to the Model Engineer magazine, but it was never published. The letter relates to the Linden secret which has been claimed for years to be important for self-starting and enabling an injector to lift. A chamfer at 45° and 0.030" deep is shown at the entrance of the second part of the combining cone. So far, my experience using injectors of the Laurie Lawrence design are that they do not need any such chamfer, but maybe other designs do.

*D. E. Lawrence, Making Small Live Steam Injectors, Model Engineer, Vol 141, 1975, 7 Parts Issue No. 3511 to 3517, p 405 to 687.*

This is the first major publication by Laurie Lawrence and the vast majority of his work published here is reproduced in his later definitive work in the Model Engineer 1986 issues, see below.

*Basil Palmer, Miniature Live Steam Injector's, Model Engineer, Vol. 142, Issue 3536, 1976, p 437-440, and Issue 3537, 1976, p 505-508.*

This work addresses some of the practical aspects of making injectors but also raises issues of the need for large steam and water delivery pipes and valves which can be misleading and not always necessary.

*Don Ashton and Les Clarke, SMLS News, July 1978.*

This is commentary on a call for a 'Magic injector' in the SMLS Viewpoint, June 1978 News. Don Ashton points out that many aspects of an injector are uncritical during manufacture whilst Les Clarke identifies concentricity and longitudinal positioning of the steam cone being more important than the delivery cone.

*D. E. Lawrence, Laurie's Standard Live Steam Injectors, Model Engineer, Vol 156 through 157, 1986, 13 Parts No. 3774 to 3787, p 370 (Vol 156) through to p 451 (Vol 157)*

This is one of the most valuable sets of articles published covering in detail how to make reliable injectors and provides detailed drawings for 26 oz/min injectors and Bill Carter's 'Weeny feeder' 12 oz/min injector. He gives details of how to make the injector bodies and an assembly jig for holding the parts together before silver soldering. Much of Laurie's work is also published in D. A. G. Brown's book 'Miniature Injectors – Inside and Out', see below.

*LBSC, Beginners Guide to the Injector, Model Engineer Vol. 80, Issue 1996, 1939, p 129-131.*

There is much material in the literature about injectors, the various types and configurations and a lot of misunderstanding. Here, LBSC gives some simple and basic explanations that are worth reading. Although some of his explanations are not strictly correct, he explains about lifting & non-lifting injectors, an aspect that is confusing for the newcomer and for that reason alone, this is worth reading.

*D. A. G. Brown, Miniature Injector's, Model Engineer, 2000, Vol. 184, Issue 4113, p 213, Issue 4115, p 309, Issue 4171, p 89, Issue 4117, p 410*

This is Brown's publication prior to his book being published and has much common material.

*D. A. G. Brown, Miniature Injectors – Inside and Out, Tee Publishing, Leamington Spa, 2011, ISBN 1 85761 134 9.*

This has become one if not the most valuable publication for anyone wishing to make miniature injectors. It brings together much of the prior published work mainly of Laurie Lawrence, Bill Carter and others.

It gives full technical details of designs for injectors from 4 oz/min up to 40 oz/min. It gives details of exactly how the bodies and cones are machined including good practice to enable reproducible results to be achieved. There is also much more in the book including testing using a development of Bill Carter's dummy load and much information about piping, valves etc.

*Dick Bagley, Quick Opening Injector Valve: Simple and Efficient Fixture, Live Steam, December 1983.*

The importance of this article is the claim that injectors 'love' the steam supply to be opened very quickly. Whilst this might have been the case for the particular injector being used, this is not an essential requirement but the general principle that to start an injector the steam must clear all air in the system is important.

*Ted Crawford, Making Injectors, Engineering in Miniature, Vol. 25, No. 3, 2003, p 70-74, Vol. 25, No. 4, 2003, p 119-122, Vol. 25, Issue 5, 2003, p 142-149.*

Ted Crawford provides a number of interesting options in his articles and also provides different ideas for producing tapered reamers.

*Ted Crawford, The Model Injector, Australian Model Engineering, Higgins, Australia, 1999.*

This handbook gives a lot of information about injectors and how to make them together with methods of calculating performance and dimensions mainly based on prior information about injector performances. The handbook contains the bulk of the material published by Ted Crawford in the Model Engineer.

### **Different types of injector**

*LBSC, How to Make a Combination Injector, Model Engineer Vol. 74, Issue 1833, 1936, p 614-615, and Vol 75, Issue 1834, 1936, p 617-618.*

This is a very interesting article because it shows that LBSC had an excellent understanding of the importance of the annular gap between the steam cone tip and bore of the combining (draught) cone to the working of an injector. Here, he follows the Gresham and Craven combination injector which was used on full size locomotives and included an adjustable steam cone. The adjustment allowed the penetration of the steam cone to be varied, thereby allowing the injector to be optimised for different steam pressures.

*LBSC, Exhaust Injector, Model Engineer, Vol. 109, Issue 2726, 1953, p 224.*

This article by LBSC indicates that an injector can be made to work at the lower steam pressures at the cylinder exhaust of a locomotive, but the real problem is associated with the steam oil blocking the fine injector cones. LBSC tried various methods of oil separation but none were successful.

*LBSC, Injector (3 ½ in Right Angled), Model Engineer Vol. 108, Issue 2715, 1953, p 675-676, also Vol. 111, Issue 2783, 1954, p 358-359.*

I have included this article because there is often a debate about having right-angled clack valves and bends in the delivery water line of an injector. This shows a double bend and clack would be no problem for an injector that is working properly.

*LBSC, Vertical Injector, Model Engineer, Vol. 119, Issue 2992, 1958, p 400.*

LBSC gives the design of an injector that works in the vertical configuration, a similar design can be found in more detail in Brown's book.

*Doug Hewson, Injector (5in BR Standard) Engineering in Miniature, Vol 26, Issue 6, 2004, p 179-181, Issue 7, 2005, p 205-208 and Issue 8, p 238-239.*

This last article gives full details of how to make a 10X injector for a 5" gauge BR Standard locomotive. It incorporates a PTFE disc overflow valve.

*Dave Roberts, A Lifting Injector, Engineering in Miniature, Vol. 31, Issue 3, 2009, p 74-75 and Issue 5, 2009, p 173.*

This is interesting as it talks about an injector sitting on top of one of the tanks of a tank locomotive. It also gives useful information about the effects of different cone configurations.

## **Injector performance and testing**

*Jim Ranford, Operating Injector's, Model Engineer, Vol. 136, Issue 3393, 1970, p 504.*

This is a single page set of advice for injector use, although not totally all good advice. It deals mainly with general good practice in using injectors, operation procedures and reasons for failure. Advice which is not good is to remove the injector from the locomotive when not in use and store it in acetic acid (vinegar). This is bad advice as it will destroy the thin-walled brass steam cone. Any soaking in acid should use citric acid.

*W. A. Carter, Testing Injector Ball Valves, Model Engineer, Vol. 140, Issue 3494, 1974, p 767-768.*

Bill Carter provides a method of testing the ball valve on injectors. The arrangement of the valve is such that it is not possible to test the valve simply by blanking off the various injector ports. Bill uses a specially made plug with a rubber pad to replace the delivery cone and seal the combining cone outlet. With a blanking plug at the steam cone end of the body, it is then possible to test the sealing of the ball valve. A very practical and useful article.

*W. A. Carter, Testing Injector's, Model Engineer, Vol. 141, Issue 3519, 1975, p 818-819.*

This is one of the most important publications on injector testing. It gives a design for a dummy load to attach to the water delivery output of an injector.

It consists of a piston in a cylinder with the boiler steam pressure applied to the back of the piston. When the injector delivers a pressure greater than the boiler pressure the piston moves off its seat and the delivered water escapes to atmosphere and can be collected in order to determine flow rates and temperature rises. Bill's dummy load design is reproduced in Brown's injector book but this time with dimensions to enable manufacture.

*Martin Rickers, Some Performance Data for an Unusual Injector, Model Engineer, Vol. 149, 1982, Issue 3691, p 465-468, Issue 3693, p 597-599 and Issue 3695, p 711-713.*

Martin Rickers describes an injector for a 7¼ in locomotive with the check valve in the same housing as the injector and it is attached to the side of the boiler. Despite Martin doubting the likelihood of the injector working satisfactorily because of it always being hot, it worked well, and its performance was subsequently studied. He used a dead weight loading valve to provide the load and measured delivery rates and temperatures. His conclusions were that delivery and combining cone dimensions are not critical, feed rates are independent of steam pressure, and it is possible to have as many bends and clacks in the water supply line with no problem. These are conclusion that would be surprising to many but are consistent with my own findings.

*Terence Holland, A Practical Approach to Injector Making, Model Engineer, Vol 201, Issue 4334, p 335-339, Issue 4336, 2008, p 450-454 and Issue 4338, 2008, p 576-578.*

This article lists a lot of previous work but sets out to simplify certain aspects of manufacturing injectors. For instance, the usual taper at the inlet of a steam cone was replaced by a drilled hole along the lines that LBSC so often advocated. Whilst no reason was given, except that it works, the modern understanding of the steam cone being a Laval nozzle would confirm this view. At the narrowest point of the cone, known as the throat, the steam velocity reaches the speed of sound which means that anything happening upstream has no influence on the steam flow beyond the throat, an important issue that was not appreciated in the earlier works on injectors. I think LBSC knew this from practical experience. This article by Holland also gives some useful information about injector performance.

*Chris Leggo, Messing About with Injector's, Model Engineer, Vol. 190, Issue 4187, 2003, p 80-82.*

Chris Leggo tested injectors using a facility based on Bill Carter's dummy load. What is interesting is he shows photographs of the output of the combining cone with the delivery cone removed. This clearly shows in the case of a good injector that the very narrow coherent water jet can travel some 30 ft before hitting the ground. Photographs also show the water and steam outputs at different pressures for an injector not working well. Leggo also measured the vacuum levels at the combining cone to be about 26" Hg and at the inlet about 8-10" Hg, interesting results.

## **Injectors for specific model locomotives**

The list below is far from all the published examples of injectors for different model locomotive designs but it gives a flavour of the number and range of injector designs published although many are very similar.

The following are various articles published by LBSC on injectors for just some of his different designs of locomotives:

- *Petrolea*, 3½ in, *Model Engineer*, Vol 93, Issue 2308, 1945, p 106-108 and Issue 2309, p 127-130.
- *Roedean*, 3½ in, *Model Engineer*, Vol. 209, Issue 4444, 2012, p 874.
- *Maid, Minx & Doris*, 3½ in, *Model Engineer*, Vol. 100, Issue 2496, 1949, p 349.
- *Molly*, 3½ in, *Model Engineer*, Vol. 86, Issue 2146, 1942, p 615.
- *Virginia*, 3½ in, *Model Engineer*, Vol. 116, Issue 2904, 1957, p 99.
- *Hielan Lassie*, 3½ in, *Model Engineer*, Vol. 125 Issue 3148, 1961, p 572.
- *Ivy Hall*, 3½ in, *Model Engineer*, Vol. 114, Issue 2865, 1956, p 659.
- *Pamela*, 3½ in, *Model Engineer*, Vol. 104, Issue 2590, 1951, p 49.
- *Titfield Thunderbolt*, 5 in, *Model Engineer*, Vol. 111, Issue 2783, 1954, p 358.

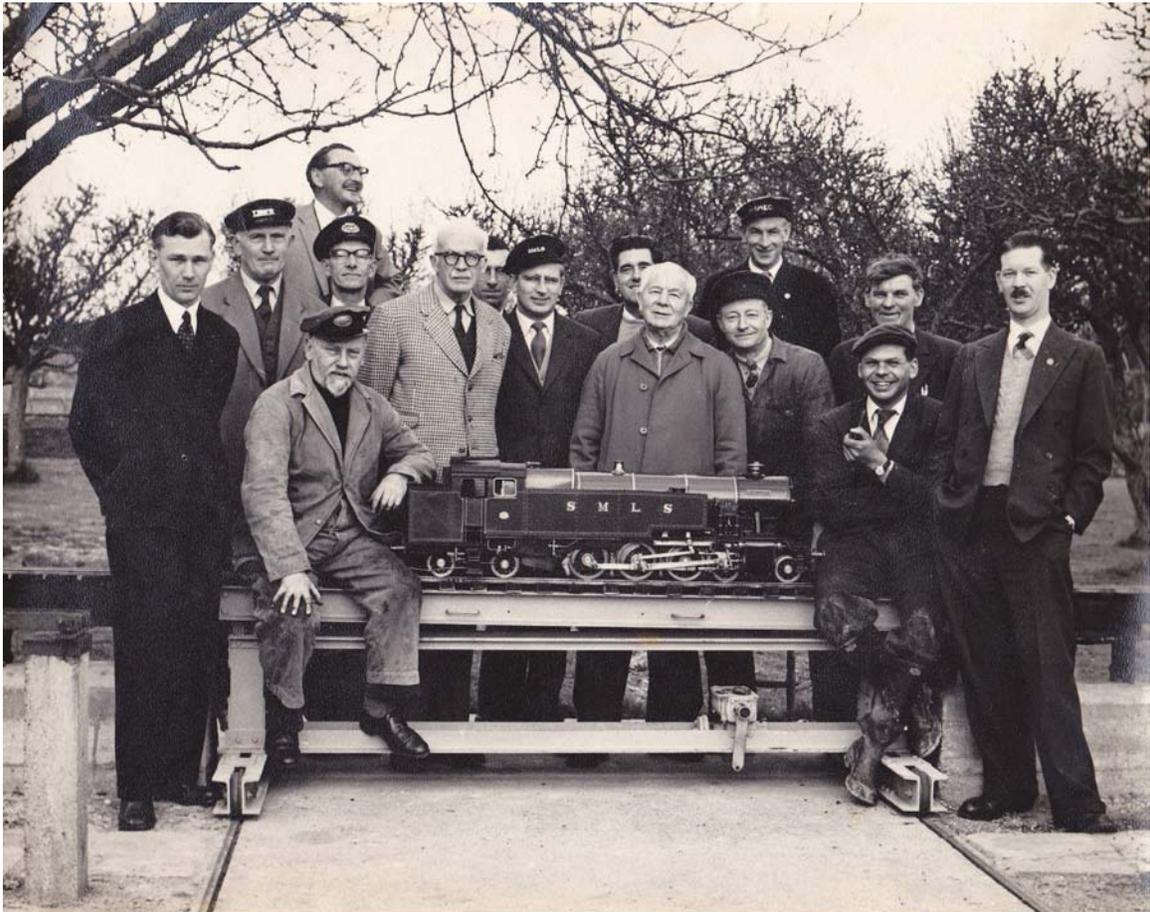
And from a few other authors:

- *Highlander*, 7¼ in, *Martin Evans*, *Model Engineer*, Vol. 133, Issue 3314, 1967, p 132. See Vol. 133 Issue 3323, p 598, for a corrected drawing of the injector.
- *County Carlow*, 3½ in, *Don Young*, *Model Engineer*, Vol. 136, Issue 3389, 1970, p 281.
- *Elaine*, 2½ in, *Don Young*, *Model Engineer*, Vol. 137, Issue 3422, 1971, p 736.
- *Jersey Lily*, 5 in, *Don Young*, *Model Engineer*, Vol. 138, Issue 3453, 1972, p 1104-1106.
- *Big Goods*, 5 in, *Neville Evans*, *Model Engineer*, Vol. 191, Issue 4208, 2003, p 565.
- *Lillian*, 7¼ in, *Keith Wilson*, *Model Engineer*, Vol. 195, Issue 4259, 2005, p 520.
- *Doug Hewson*, *Injector (5 in BR Standard) Engineering in Miniature*, Vol 26, Issue 6, 2004, p 179-181, Issue 7, 2005, p 205-208 and Issue 8, p 238-239.

## **Arthur Elphick – A Chance Meeting...**

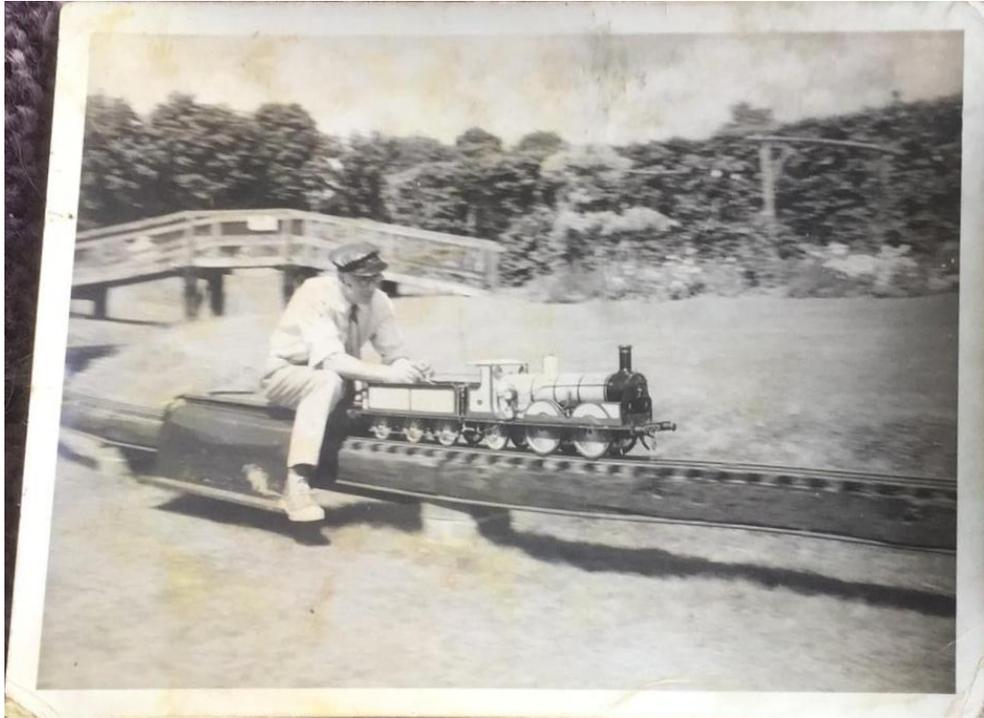
Whilst in my workshop I have met a lot of very nice local people and once such couple who live just down the road took an immediate interest in my model engineering activities. It soon became apparent that Mrs Goodwin's Uncle was a gentleman called Arthur Elphick. I'd heard the name mentioned before but could not put a face to that name nor did I know too much about Arthur's involvement at Beech Hurst. Thanks to Steve T for the research, it turns out that Arthur was a prominent member of SMLS from the very beginning in 1951 with records through to the early 1970's. Mrs Goodwin has been kind enough to send copies of numerous photographs of Arthur during his time at Beech Hurst and these have been added to our archive and are reproduced at the end of this article.

He is often pictured with a 5" LB&SCR 'B1' loco, not only at Beech Hurst but also I believe on the portable track operated by the Mid Sussex club. The BBQ pictures are interesting because Steve's database notes that on 14<sup>th</sup> September 1963 a 'Shovelcue' was held at Beech Hurst with Arthur Elphick as chef. Despite the photographs being undated, I think we now know with reasonable certainty when they were taken! The database also mentions a number of locomotives and it appears that at least 2 of these are still with a family member in Lincolnshire. Meeting Mr & Mrs Goodwin was sheer chance and since our first encounter we have seen each other several times a week. It has also been nice to learn a bit more about the history of our club and some of the late members who devoted so much of their time to build a lot of what we still enjoy to this day...



*The committee in early 1961 with "Wharfedale". In front, L to R, J. Ewins, S. R. Bostel, M. Killick and A. J. Killick. At back, E. A. Brown, D. Charmbury, P. M. Critchley, L. Whittington, W. Cro, E. Rowland, E. Lovell, A. E. Ayliffe, A. R. Toon, A. Elphick, A. Funnell.—J. Ewins*

**Picture 1 above:** Already in the SMLS archive is this photograph from 1961 which depicts the committee of the year with Arthur (back right) sporting a grease top cap with a badge inscribed 'MSMEC' – Mid Sussex Model Engineering Club, who ran the portable track shown in pictures 3 & 4...



**Picture 2 above:** Driving a 5" LB&SCR 'B1' loco on the old SMLS track and note the old wooden footbridge in the background.



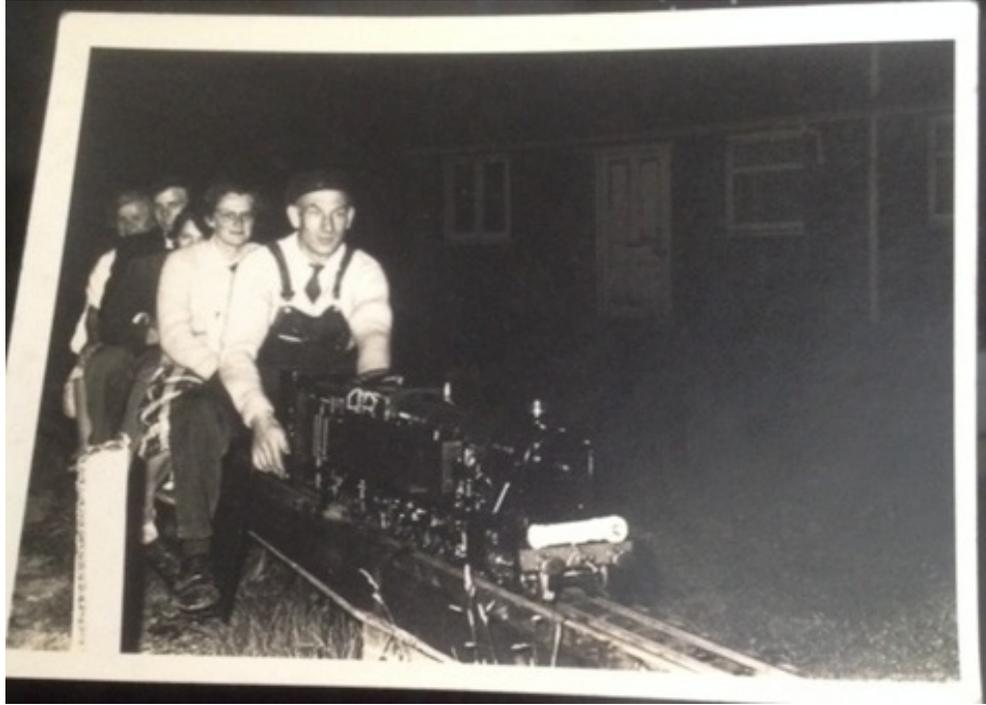
**Picture 3 above:** Driving a 5" 'Speedy' loco on the old 'MSMEC' portable track in Victoria Park, Haywards Heath.



**Picture 4 above:** A bystander at a 'MSMEC' school fete – not sure of the location but possibly at Oathall School in Haywards Heath...? Note the 'B1' loco again.



**Picture 5 above:** The chef at a SMLS 'Shovelcue' – probably September 1963 according to our archive records.



**Picture 6 above:** Driving 'Wharfedale' at the same 'Shovelcue'...

**Andrew B**

### **Work in Progress – 'Project 75'**

Since Christmas, I have spent quite a few hours on 'Project 75' and as I type, the chassis is back in the workshop once again. Almost all of the main frames, buffer beams, frame stretchers and wheels have been painted and reassembled. This was a tricky task, trying my best not to scratch too much of the paint in the process! The valve gear and cylinders were then reassembled and mounted to the chassis. Once the valve gear was in place I spent a couple of days moving the reverser to the right hand side of the locomotive (**see picture below**).



For some reason this had been mounted on the left hand side, different to the original works GA and to the preserved locomotive at the Bluebell Railway. 6 holes were carefully marked and drilled in the right hand side frame to mirror those in the left hand side frame, which secure the reverser stand. The stand itself was cranked outwards from the frame to allow the reach rod to pass the left hand side of the boiler. Now moved to the right hand side, this crank has been straightened with (fingers crossed) sufficient clearance for the reach rod to pass the right hand side of the boiler! All that remained was to pin the reversing arm to the weighshaft and at the same angle on the right hand side as it had been set to on the left hand side. This was easier said than done and it took most of a day to calculate the existing angle, move the arm to the other end of the weighshaft and then carefully cross-drill through for a fitted pin to be inserted. With no drills broken and the hole lining up through the reversing arm, I reamed out the drilled hole and gently tapped the fitted pin into it. The proof would be in the pudding and the next day I was able to fire up the chassis on air and she worked as sweetly as the first time. There are a couple of tight spots and with the cylinders held on by 4 bolts I only carried out a short, but nonetheless successful, air test. During the past couple of weeks I have tidied up the springing, which has meant fabricating 24 'top hats', which centralise the springs about the retaining rods and 6 retaining plates, which compress the springs to the bottom of the axle boxes. Although I do not yet know the final weight of the locomotive, we used 8 of these springs on Andrew S' 0-4-0 'Dougal', so I think 12 on this 0-6-0 locomotive should be about right but again the proof will be in the pudding (**see picture below**).



Going forward, I will machine the remaining fitted bolts for the cylinders and 2 of the frame stretchers. Coupling hooks (**see picture next page** – work in progress) and buffers will also be made before I decide whether to carry on and fabricate the coupling rods before starting on the boiler or to put her to one side for a short while to concentrate on finishing other projects – a decision for another day...



**Picture above:** A current project for the 'North London Tank' is a pair of coupling hooks, which are a little time consuming to drill, machine and then hand file but worth spending the time to get looking about right...

**Andrew B**

### **Forthcoming Events – By Andrew B**

With the ongoing Covid-19 'lockdown' **our club activities remain suspended** and the committee will keep members abreast of developments bearing in mind the likelihood of 'lockdown' easements in the coming weeks / months.

At the time of writing the next Diary item has been pencilled in for Friday 26<sup>th</sup> March when Adam will be hosting a 'Virtual Bits & Pieces Evening'. Any member who wishes to partake may do so and please see details below, together with contact details for Adam:

For those interested in joining our 'Virtual Bits & Pieces Evening', the aim is for us to share what we have been up to at home in the workshop, shed, garage or even just the kitchen table! The format is simple, bring along a selection of photos from your project and talk us through in as much or as little detail as you like. To be prepared, I suggest creating a folder on your computer desktop with the photos in and when it is your turn to share your screen they are easily accessible. We suggest keeping your talk to between 5 – 15 minutes and once you have spoken if people want to ask questions then we encourage this before moving on to the next person. We will look to use either Skype or Zoom and will send out an e-mail nearer to the day with the necessary details. If you are interested then please contact me at: [adam\\_cro@outlook.com](mailto:adam_cro@outlook.com)

Looking ahead, an in-person AGM has been planned for Saturday 26<sup>th</sup> June. This is subject to 'lockdown' easements on 21<sup>st</sup> June and in the event these are not eased sufficiently for large in-person meetings then we will hold a 'Virtual AGM' with details to follow.

Further Diary dates will be published in the next newsletters as government guidelines allow...

## Diary of Events

26<sup>th</sup> March 2021 – 'Virtual Bits & Pieces Evening' – Details above

26<sup>th</sup> June 2021 – Provisional Date for the SMLS AGM – Details above

**NB.** Certain events may be organised at short notice and will not therefore appear in the newsletter. Please check white / notice boards in the clubhouse for details of such events.

**Andrew B**

### To End – Another Chance Meeting...

As recently as 16:00 this afternoon I had another chance meeting with a lady who walks by my workshop and had promised me some photos of our railway when she was a child in the 1950's. She has very kindly reproduced 3 photos, 2 of which might be the opening day. The third photo (**see picture below**) shows a view looking down what we knew as the 'pitch and putt' and is now the flower meadow. The car and the person add interest to the picture but take a closer look at the nearest tree and about half-way up! Answers on a postcard from anyone old enough to remember...!



**Andrew B**