

This was the best supported project evening held for a good many years, with eight items on display two of them by very recent members. This bodes well for the Society.

The range was impressive and included Tooling, a Clock and the inevitable Locomotives. Scale ranged from 16mm. 3.5ins 5ins.to 7.25ins

The presentations started with Barry Harrison as no one was prepared to argue with his weighted walking stick and corseted midriff (confidential info).

He displayed a selection of Tap and Die holders to the Geo Thomas design and moved on to Safety Valves.

(1) Gordon Smith (now Polly) design for his "Pansy".

(2) A complex design he was developing.

Jon Swindlehurst (The only Boiler Inspector present was seen rubbing his hands with glee or anticipation).



Jon Swindlehurst followed with 'Big Lion,' that is his 7.25 version of the 5" he has been so successful with.(Curly Bowl and numerous 1sts at Lionsmeet) The build represents much research, drawing and design of the valve gear – Stephenson's with balanced slide valves. All worked to a very high standard. In a brief coverage of the timing a hush fell over the assembled multitude and there were no questions from the floor!!

Albert Kane followed with a Skeleton Clock (one of a pair) in a teak and Perspex case. The teak wood has a link with GWR of yesteryear. All gears and brass home/hand cut to a very high finish. The movement is mechanical but with an electric wind system operated by a pressure switch. This to avoid a person male or female, the problem of when and which way to turn the key!!



Dave Morris followed with his 16mm Saddle Tank, for his garden railway which he shares with his 3 year old grandson. The loco has a center flue boiler with a butane gas burner – the design of which has caused many problems. The drawings are extremely basic and do not include silly things like dimensions! Reverse is enabled by slip eccentric.



Dave Ashcroft, a very recent member followed (for which he should be highly commended) with LBSC Heilan Lassie 4-6-2 which he had purchased and which had last run in 1994. The objective is a full stripdown, refurbish as required followed by a paint job. Dave is contemplating a workshop and is a professional engineer.

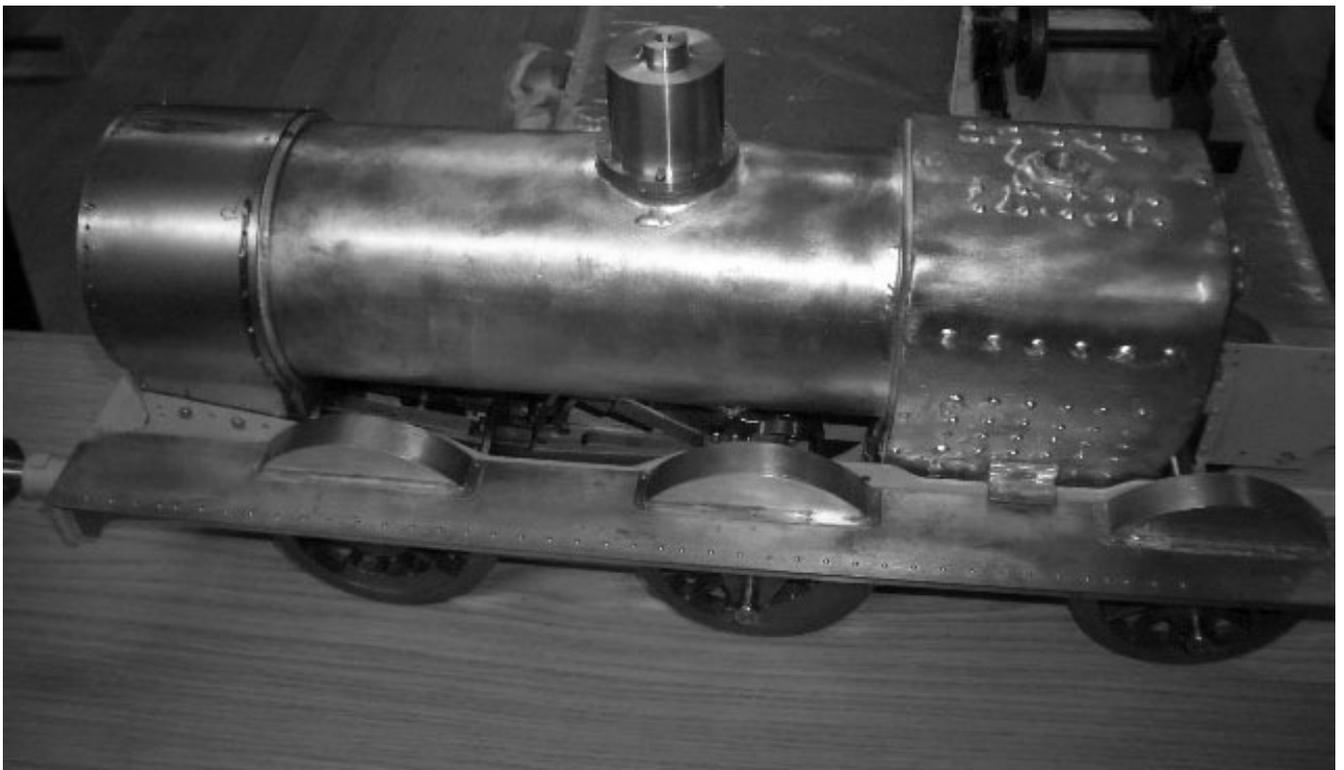
Bill Shirley, also a very recent member (and to whom the same commendation is applicable) followed with a 7.25 William Stroudley Terrier Tank ([1870's] as in the distinctive "bark" of the exhaust beat) of the London Brighton & South Coast Railway Bill is two & a half years into the project. It is his 1st. locomotive but has a traction engine to his credit. The model looks well and included a

finished boiler. The working drawings are poor and causing problems which have to be overcome (this was a common theme throughout the evening). Bill is still in harness and the building of the loco pure pleasure.



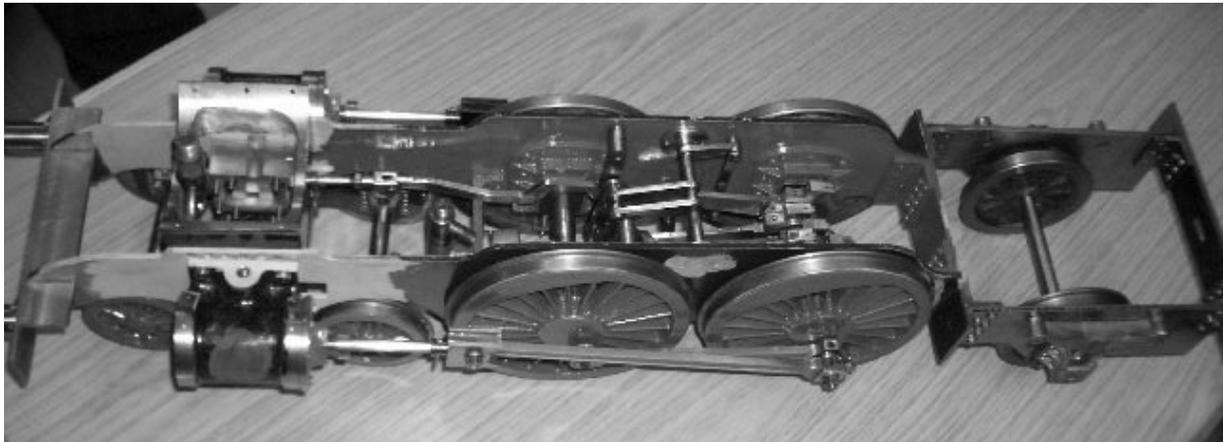
Allan Powell followed with his LBSC 5" Pansy, the popular 0-6-0 57XX Pannier Tank. The model is well made, well on and will be finished in The London Transport livery. Progress has unfortunately been slowed for 'Big Al' due to huge pressures of employment type work

Also displayed was the nearly completed boiler shortly to be subjected to its hydraulic test.



The last item was another LBSC locomotive 4-4-2 Great Northern Atlantic "Maisie" (named after the daughter of an official in the GNR & later LNER) presented by yours truly. The project- my 1st. loco has been three years plus in the making. The motion brackets and reverser are under construction prior to running on air. The timing has been set by measurement so here is hoping!!

I have a commercial boiler which has been 'smokeboxed' and test fitted. I hope to run early next year – Oh yes, I forgot, and then there is the tender. ALWAYS MAKE THE TENDER FIRST - Next time I will!!



The Society's thanks to all gladiators who braved the arena and to the cheering hoards for their support.

Donald Watt



PROPOSED WORKS VISIT

Barry Harrison has previously made enquiries to enable a visit to a Cable-making factory in Wrexham.

Members have expressed an interest in the visit by contacting Alan Pennell on @@@@

Update (Nov 12)

The visit to the Wrexham factory will be on, but not just yet! They started installing some more machinery recently, and the work won't be finished until mid-December, so factory visits are not available until the construction work is done and dusted.

However, we're on the list for January, which is when they expect to re-start the visit programme.

Alan Pennell has the names of 12 members who would be interested. This would be an ideal number for the visit, so if you wish to take up this opportunity, please speak to Alan as soon as possible.

They'll let us know their proposed dates once they get back to normal. They have been given the choice of any weekday except Wednesday.