

## Article 2 - Lancaster No: 1079

by Keith Jones - NWMES

For some time members at the club have been asking how the engine is progressing, Well very slowly due to track work at West Shore . As you know the tender is ready to be stripped and painted so I have gone back to the loco.

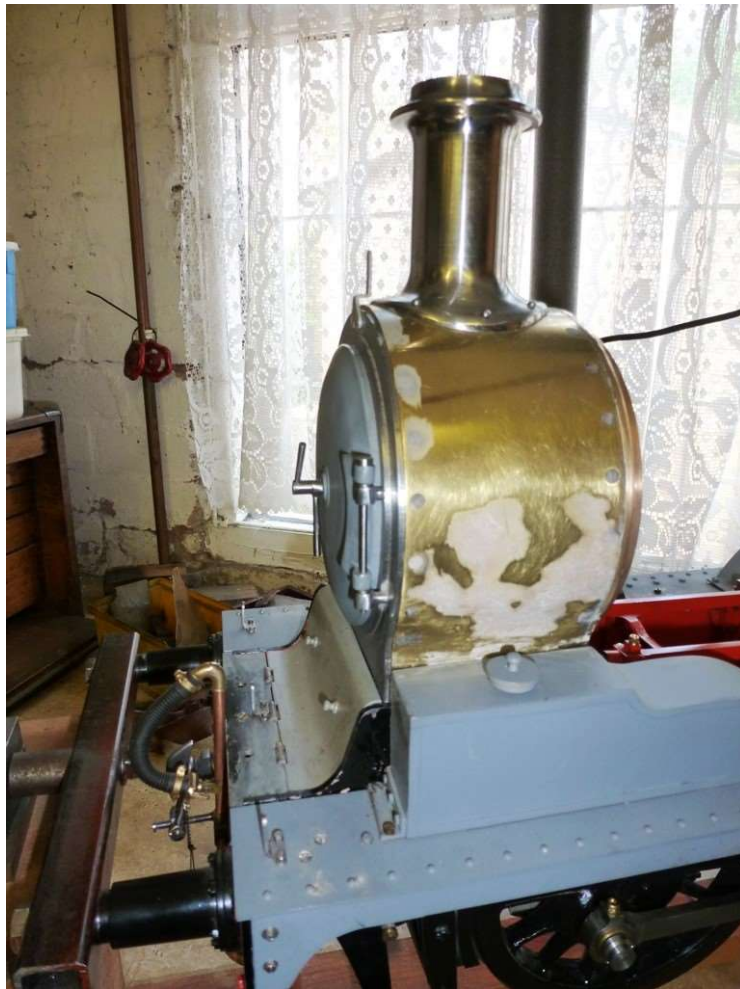


This shows the cab, all the slotted screws will disappear on the final build, note the small bracket on the rear of the cab roof, this was for the shed code plate, we all remember the shed plates on the bottom of the smoke box door, but the L and Y put there on the cab roof. To make this cab I have to thank a few of my close friends and club members ,the roof I rolled with Mike Browns 24" rollers ,the brass angle on the rear edge I used Ivor Williams 6" rollers , and the tee section on the cab sides, these where machined from, do you remember the brass swish curtain rail, this was supplied by Idris Barker. I have also had two small brass strips to make the spectacle plate so I can finish the cab from Dennis Postlethwaite, our chairman at the time.

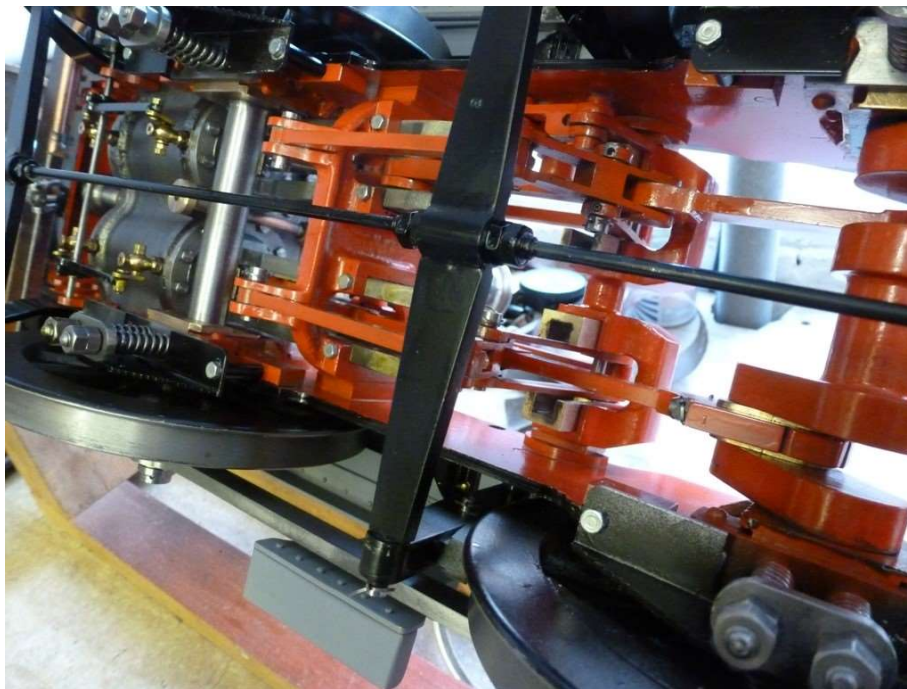
You can see how important it is to me to be in a club like the NWMES to whom I would like to say a big thank you as I could not have done this cab without their help.

The oil boxes I have added from the works drawing to feed the rear axle box as they were not on the 5" drawings

I am putting one on each center splasher and one in each front sand box as I can remove the lid to oil up the front axle boxes .

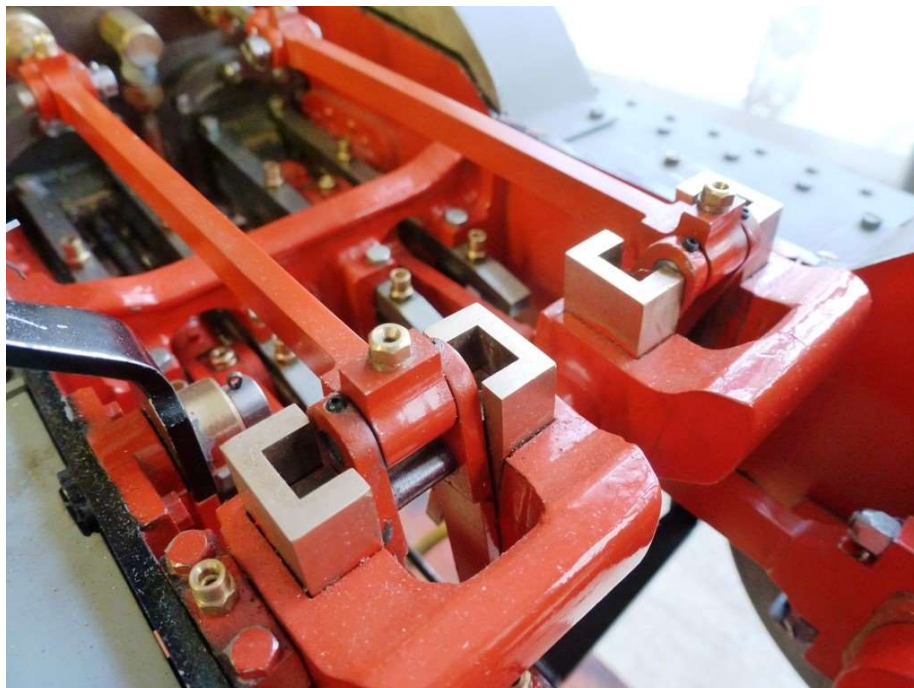


This is what the front end currently looks like. I have just finished the screw couplings which are made from mild steel so they will need painting black like most of the engine.

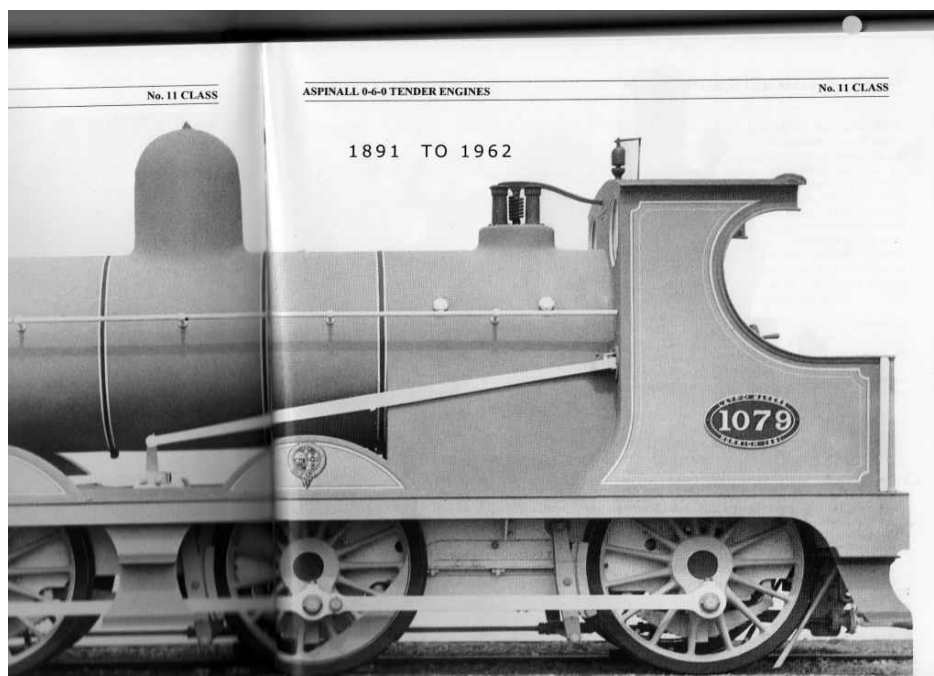


This shows the radial valve gear and crank axle under the frames.





This is from the top and shows the top of the gear and the radial motion block. It is known as "Joys Gear" but it was not a joy to make and although the engine runs well on air the worry I have is getting to this gear when the boiler is in place to oil all the lube points. There are quite a few lube points to oil up and this was one of the reasons I would not build the L and Y 2-4-2 Tank engine as although it is a good looking full size loco where you would go into the pit and oil up before going off shed on the full size loco on a model the side tank stop's you getting your oil can to the value gear. Now I know you are wondering why the number 1079 ? Well this is a loco that was built in 1891 and was the loco used for the official works.



At the Horwich works April 1981 and yes this engine in the old BR days became Number 52119, the engine that was in Rhyl, Bangor and then Llandudno Junction 6G and was the last but one to be cut up in October 1962. Sadly out of a class of 484 there is just one left, No 1300 which is in working order and runs on the KWVR .