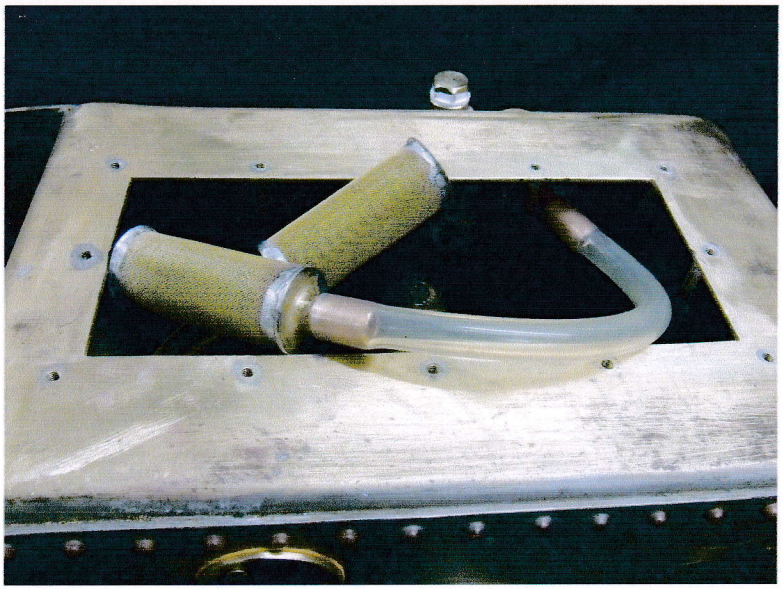
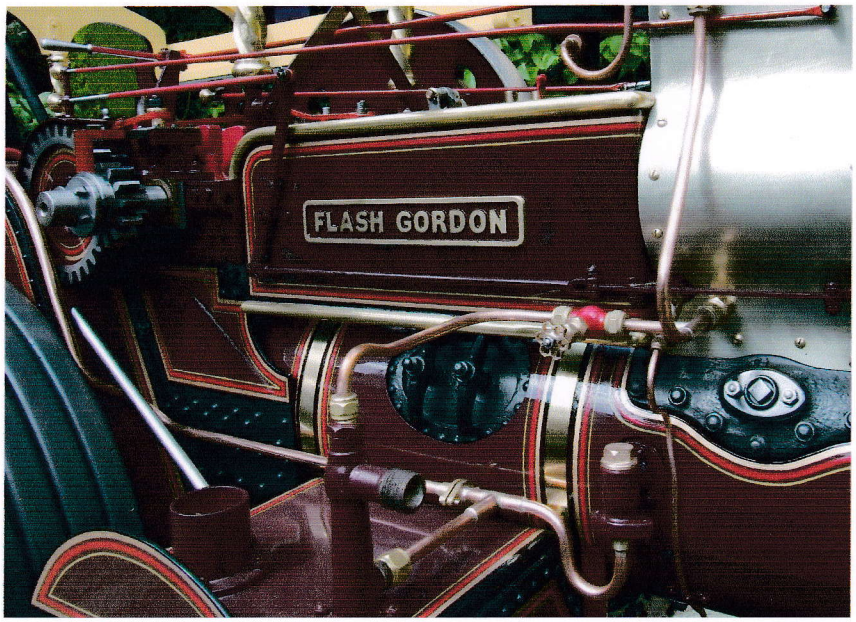
Water works
As on the full sized engines, water carried by the model is contained within two separate tanks - the fore tank and the hind tank. Both tanks are connected by a single pipe of ½ in. diameter and both are filled from a single filling pocket positioned on the right-hand-side of the fore tank. A water lifter is mounted close by, at the forward end of the tank. In full size practice the water lifter was used for topping-up the tanks from ponds, rivers streams ect. On the model, the water lifter served a different purpose – filling the boiler. This can be carried out by connection to a pressurised source of clean water. The external thread of the hosepipe connection is 7/16 x 26 t.p.i.
The steering drum is mounted under the fore tank and the shaft passes through a "tunnel" in the tank itself.
Located within the hind or bunker tank are the two water filters.

The picture (right) shows the bottom of the inverted hind tank with the inspection plate removed. This gives access to the water filters for the injector and the mechanical pump. A generous length of flexible tubing ensures their easy removal for cleaning.



The picture (right) shows the top of the right-hand-side fore tank and attendant pipe work. The water lifter is in the foreground whilst the filler pocket (minus cap) is to the rear of the tank.



Clothing the boiler
Two pieces of 26 S.W.G (0.018 in.) brass sheet were rolled to the required diameter of the boiler barrel. Cardboard templates were used to help determine the shape and size of the necessary cutouts. The rear section of cladding would host an elliptical shaped hole for the boiler manhole cover whilst the front section would require circular holes for the water feed clacks and a shaped cutout to match the profile of the saddle of the cylinder block.

The picture (below left) shows the rear section of the boiler cladding being "wangled" into position. This procedure was treated as a rehearsal for later, when it would be repeated with the panels having been painted and lined out.

The picture (below right) shows both sections of the cladding fully painted, lined and correctly positioned.

