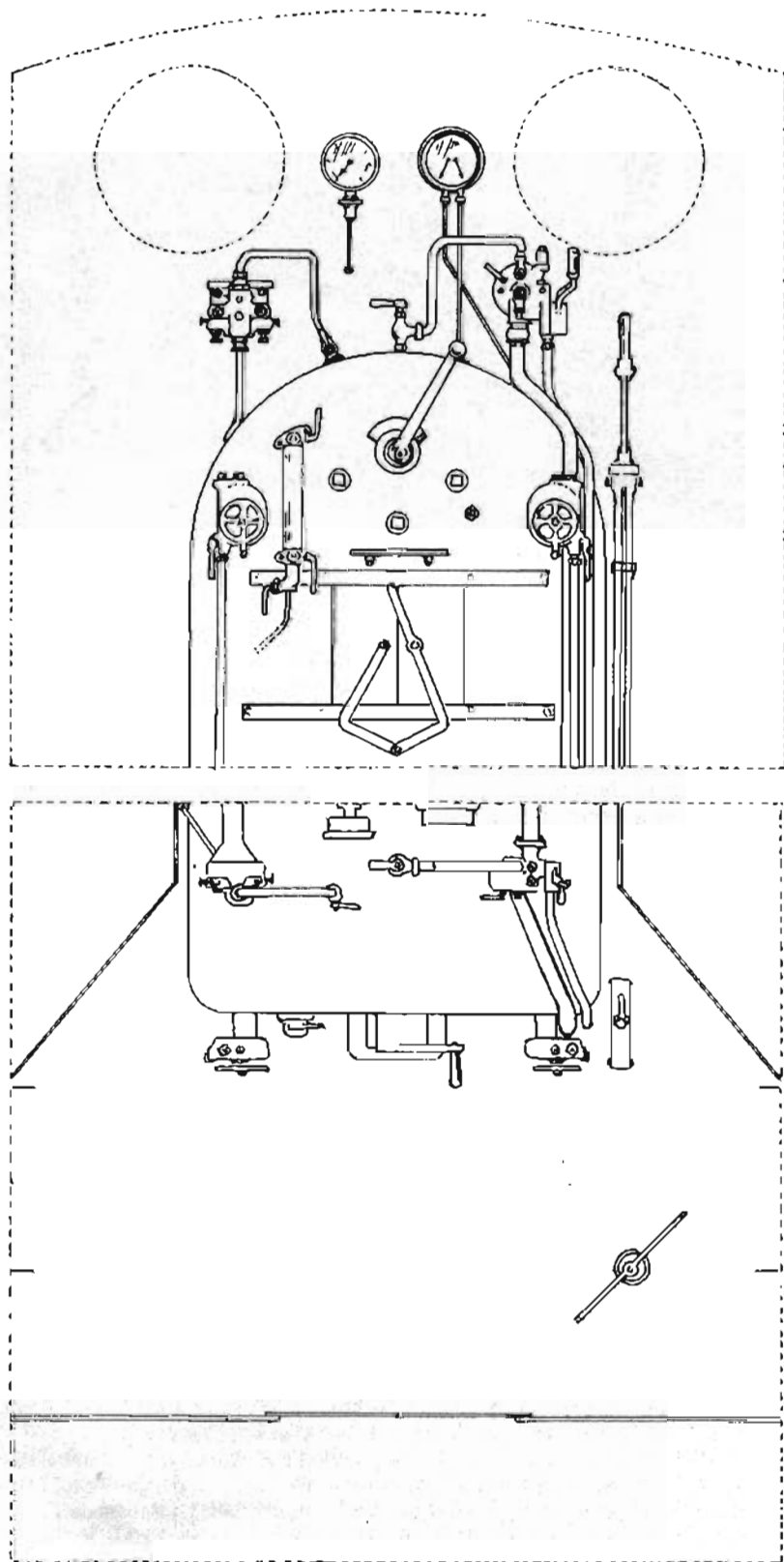


Lynton & Barnstaple Railway Manning Wardle Locomotives

Cab Drawings to 16mm Scale — by Fred Game



IN order to prepare these drawings we must thank a number of our readers who were kind enough to submit rough sketches, traces and written descriptions which all helped to piece together where the main items were located — and the form they took.

However, we must point out that one or two assumptions have still had to be made and we apologise in advance should anyone turn up additional information that reveals any discrepancies.

Returning to the drawings themselves, a few points that may be of interest. In her early years, *Exe* ran with her ejector pipe raised well clear of the boiler. Although it still passed through the cab front in the same place, we have reason to believe that the ejector brake control (just below the right-hand spectacle) was positioned further back in the cab. Similarly, we are uncertain how far in from the cab front the Wakefield lubricator (beneath the left-hand spectacle) was located. The left-hand gauge is for boiler pressure the right for vacuum. Note also that there is only one water gauge glass!

The flooring was wooden planks, running crosswise, raised about an inch or so above footplate level on battens.

When the cabs themselves were modified, the partition in front of the coal space was retained, initially at least. One of our readers thinks it was removed in the mid-twenties on all three locos (*Lew*, of course, never had a rear bunker) — perhaps someone else knows for sure?

Now that our coverage of the Manning Wardle locomotives is complete, our attention will be turned to some of the coaching stock. However, can we repeat our plea to anyone having any unpublished photographs to contact us and so assist our further coverage of this most interesting line.

More L & B next month . . . As we put this issue to bed we hear that at least one manufacturer is planning a 7mm scale model of one of these locos . . . more next month on this!