Ivatt Atlantic No. 3279 – an update:

Following on from the report in the last Newsletter and a recent virtual work on the table report here is a 3279 update. You will see from the photos that the boiler cladding is now complete and the boiler has been painted with etch primer. Etch primer is to be preferred for use on materials such as brass. If you have watched the Antiques Roadshow on the BBC you will have seen them comparing items which are described as 'basic', 'better' and 'best!'. The same thing applies to paint and primers, a 250 ml tin at a motor spares shop might be £7-50 but from a paint specialist it would be at least £20. The paints are not the same. Etch primers consist of a base substrate, sometimes but not always with a colour added so that you can see where you have applied it. It is mixed with an activator typically phosphoric acid and it is that which bonds the pigment to the metal surface! Once mixed the paint only has a shelf life of a year. The spray cans of etch primer from motor spares shops are designed for a longer shelf life and seem to have less activator. If you buy the proper stuff from a specialist paint supplier you may well be offered it ready mixed in a tin on which there will be a use by date or alternatively as a 'two pack' set which you mix yourself. Since the etch primer bonds to the brass you should only apply one coat. If you are spraying it you will need to add etch primer thinners. Etch primer thinners are different to other thinners so only use the proper stuff.

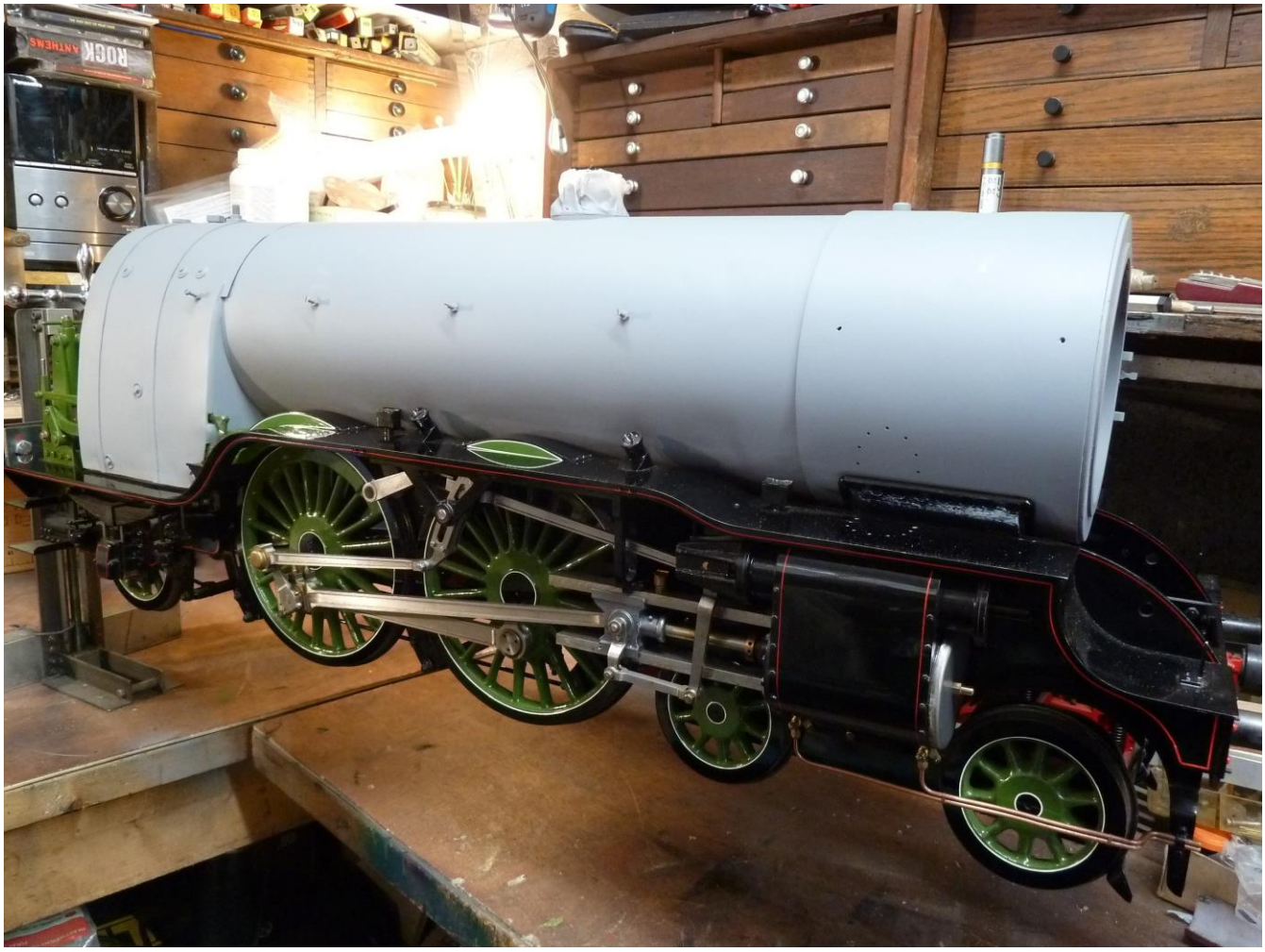
You will also see from the photos that I am doing a trial fit of the boiler on the frames. I'm checking it is right in its x, y and z levels and that the smokebox saddle is at the correct height. I'm also checking that the drain cock linkage and the reverser reach rod will fit and operate as they pass inside of the boiler cladding. This complication only applies to No.3279. As built the engine reach rod went between the frames under the engine from a pole reverser to the inside Stephenson valve gear. Due to complaints as to how heavy the reverser was and the fact that drivers where leaving the engines in full gear and driving on the regulator a vertical screw reverser was fitted to No. 3279 in 1915 as an experiment. To accommodate this the reach rod passed along the outside of the boiler cladding. When the engine was rebuilt (yes, again!) in 1937 the fact that the reach rod was external to the cladding was considered untidy and it was therefore concealed beneath the cladding.

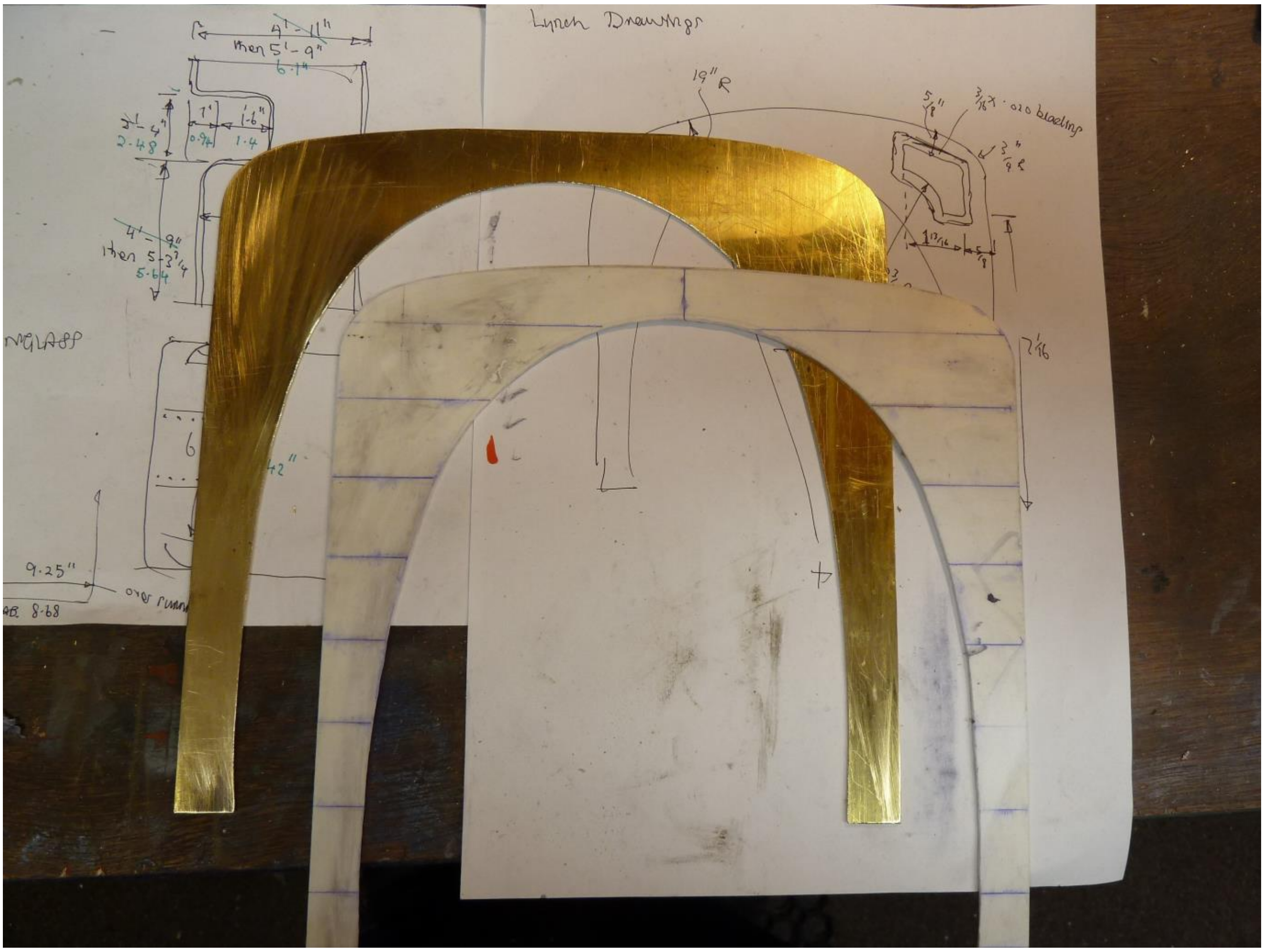
Before painting the engine LNER Doncaster Green (it was originally GNR Green which is different!) I will build the cab and complete the tender so that all can be painted at the same sitting. This is also an advantage when you

consider how many times the cab will be on and off before it is finished with the likelihood of scratching the paint. The cab on No. 3279 is different to the other Atlantics. It is wider, to accommodate the screw reverser and also higher and longer and the side sheets curve inwards at the rear. Also from 1915 the four windows were reduced to two. If you are building a locomotive and want to check on detail then go to www.isinglass-models.co.uk and look at their index of drawings. Their drawings are well researched and annotated with additional detail.

I'm using Plasticard to check the fit of the parts of the cab. It is available in different thicknesses and is easily cut with scissors or eased to size with a flapper sander in the Dremel. It is much easier to get the correct fit around the boiler barrel before using it as a template for the brass or steel sheet. It is also cheaper if you make a mistake. Before I make the ash pan from stainless steel, I will make one from Plasticard. It glues instantly with superglue and can be cut apart and re-stuck to adjust the size to get a close fit on the boiler foundation ring. I have several Plasticard ash pans in a drawer which were previously used as templates, they are more useful than a chocolate fireguard!

Pictures on next page(s)


ROCK ANTHEMS


Lynch Drawings
19" R
9.25"