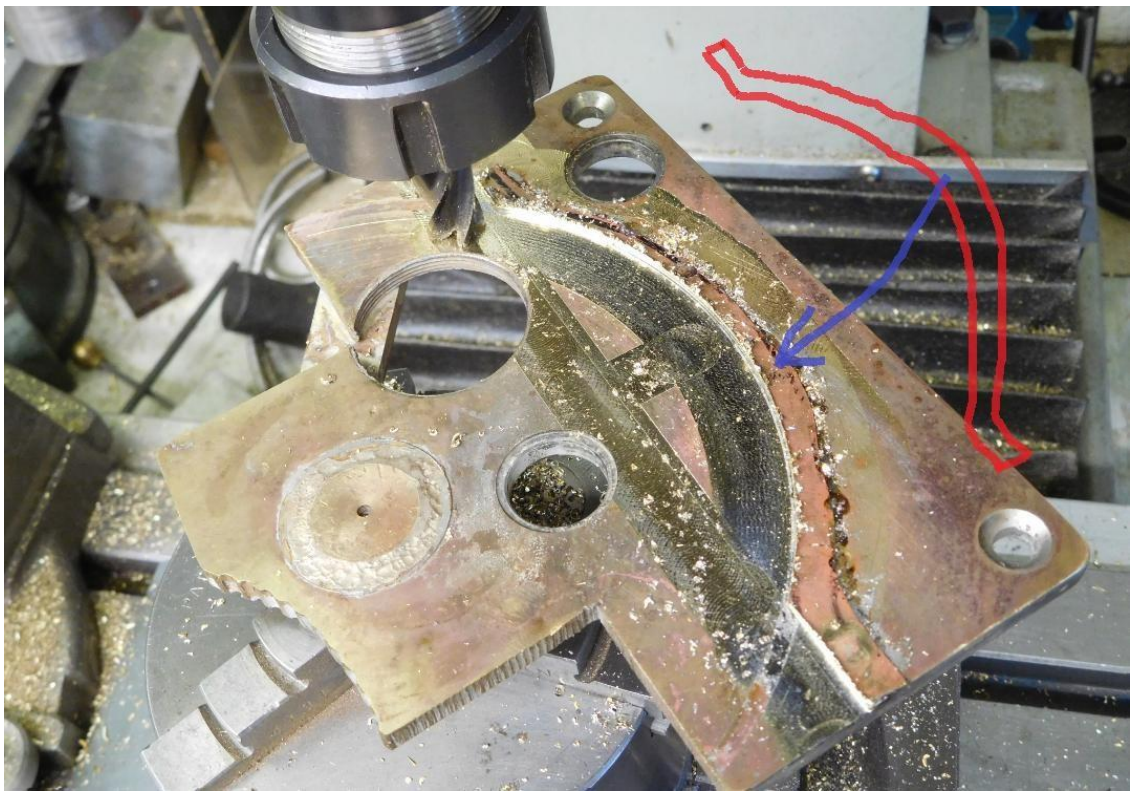
Virtual Work on the Table 28-Sep-20

Progress on *Ashey*, the Isle of Wight O2 0-4-4T:

More work on the front splashers...

I needed some brass trim to fit on to the sides of the splashers. These required the use of the scabby “shellac chuck” referred to in an earlier outburst. I roughly cut out a piece of 0,5mm thick brass sheet and soft-soldered it in place on the chuck. I had previously used a pair of dividers to mark out on the “chuck” the radii I needed, and I made sure that the blank was positioned so as to cover up both of the divider-scribed radii. (So I knew the blank was big enough and I wouldn’t end up machining fresh air!) Here the inner radius is being machined on the rotary table.

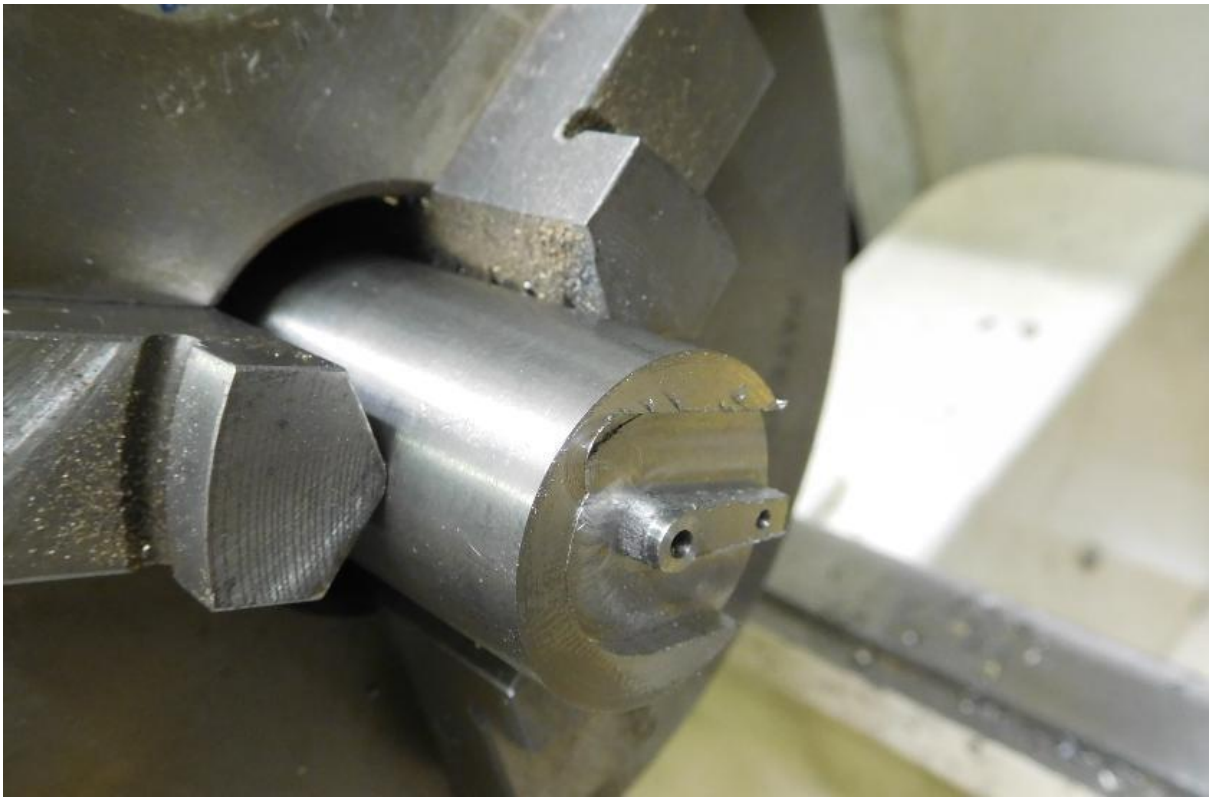


Finished and soft-soldered in place on the splasher. My soft-soldering technique is a bit cavalier and devil-may-care, as if I owned shares in Multicore Ltd:

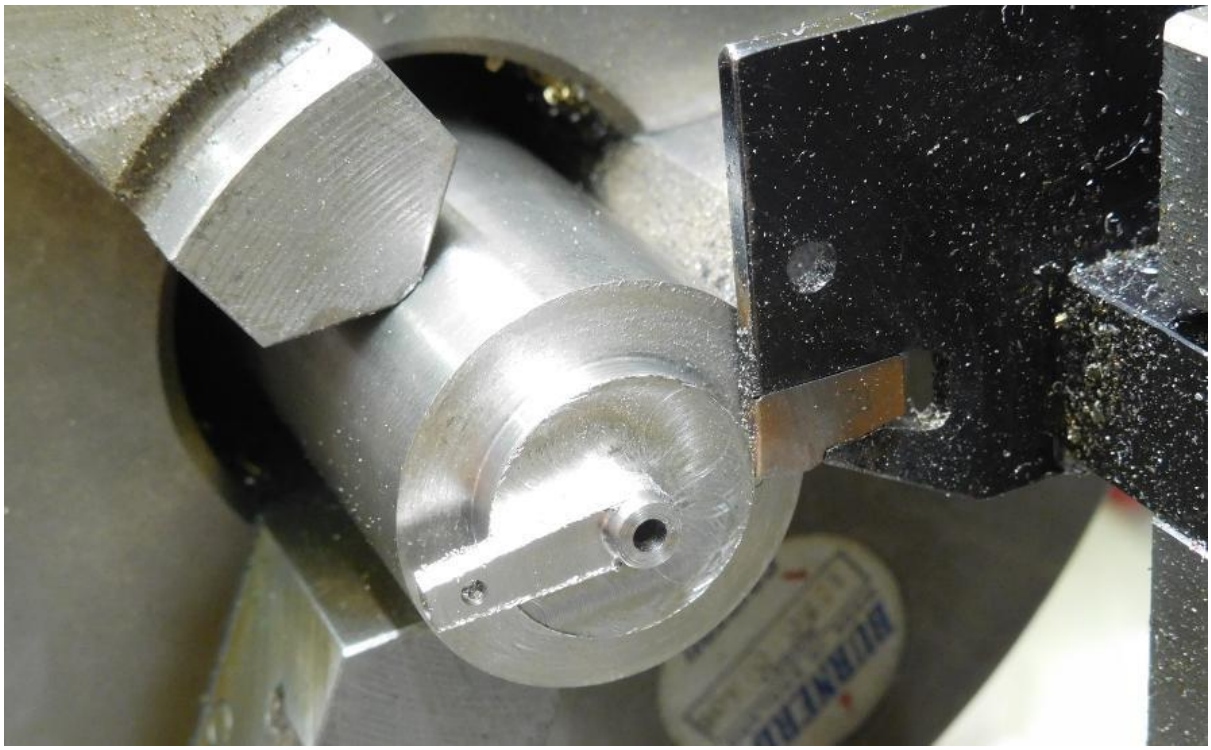
However, use of an old flat needle file converted into a flat scraper soon pares away the excess. (Simple to sharpen scrapers at fairly frequent intervals; a lot easier than picking bits of soft-solder out of files...) One of the more tricky aspects of the trim is that the real O2s have that little fillet each side of the outer radius – it's not simply a part-circle. Hence my use of the rotary table rather than just turning the radii in the lathe. For some unknown reason, probably due to hitting one slightly harder with a big hammer, the splashers have turned out slightly different in size, so each trim piece was measured out carefully and made to fit.

Next job was to make the little arms that fit on to the sander valve spindles. I'm not making them to work as I don't want to wear out my loco by pouring sand all over the motion!

It was an easy job (as the rotary table was already in place) to grip a piece of bar (it turned out to be stainless!) and machine the profile of the lever plus its boss and then transfer it to the lathe...



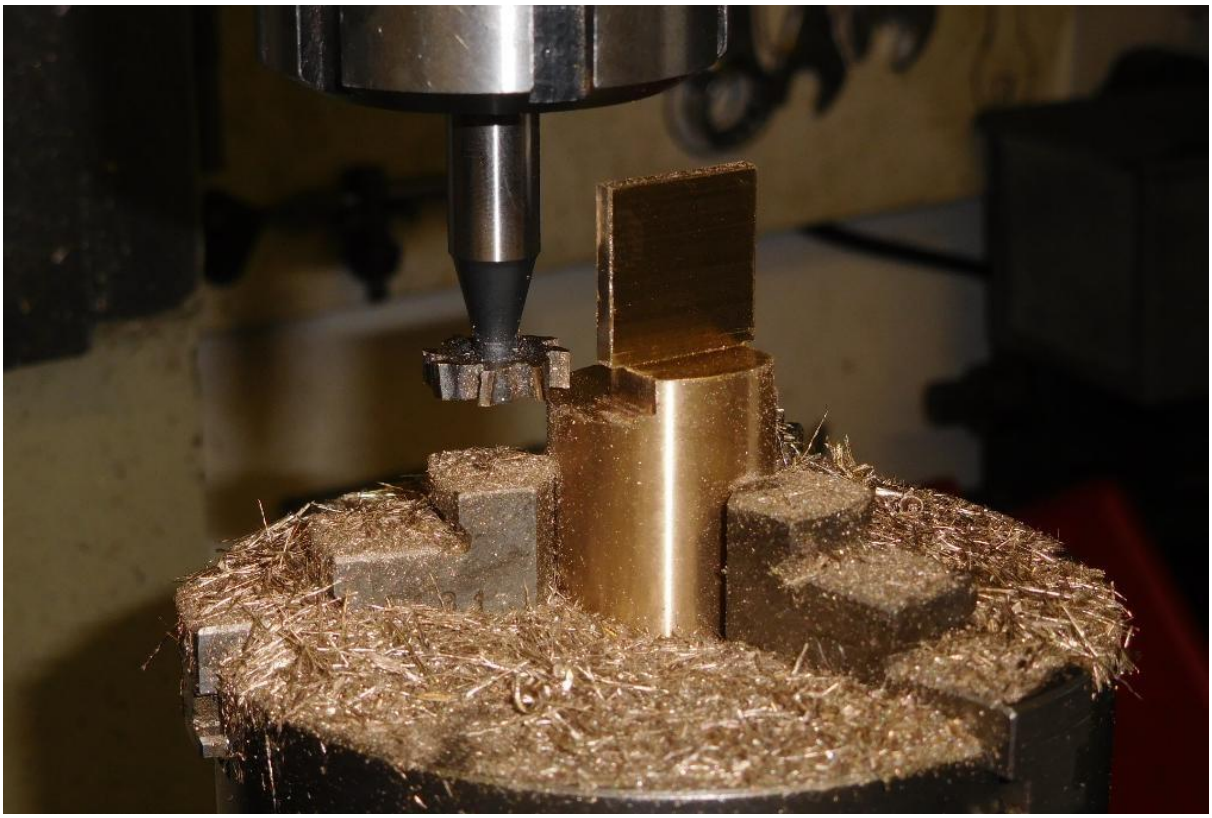
...and part it off.



There followed some attention with a file, and after making the operating links and pivots, here they are fitted in place on the splashers. I would also draw your attention to the jar of Airfix paint in the background. This is over 50 years old and I was quite impressed that after mixing it for some time, it worked perfectly! I'm sure it contains lead, as it felt very heavy. Duck-Egg Blue – what we all used to paint the underside of our Airfix Spitfires with...

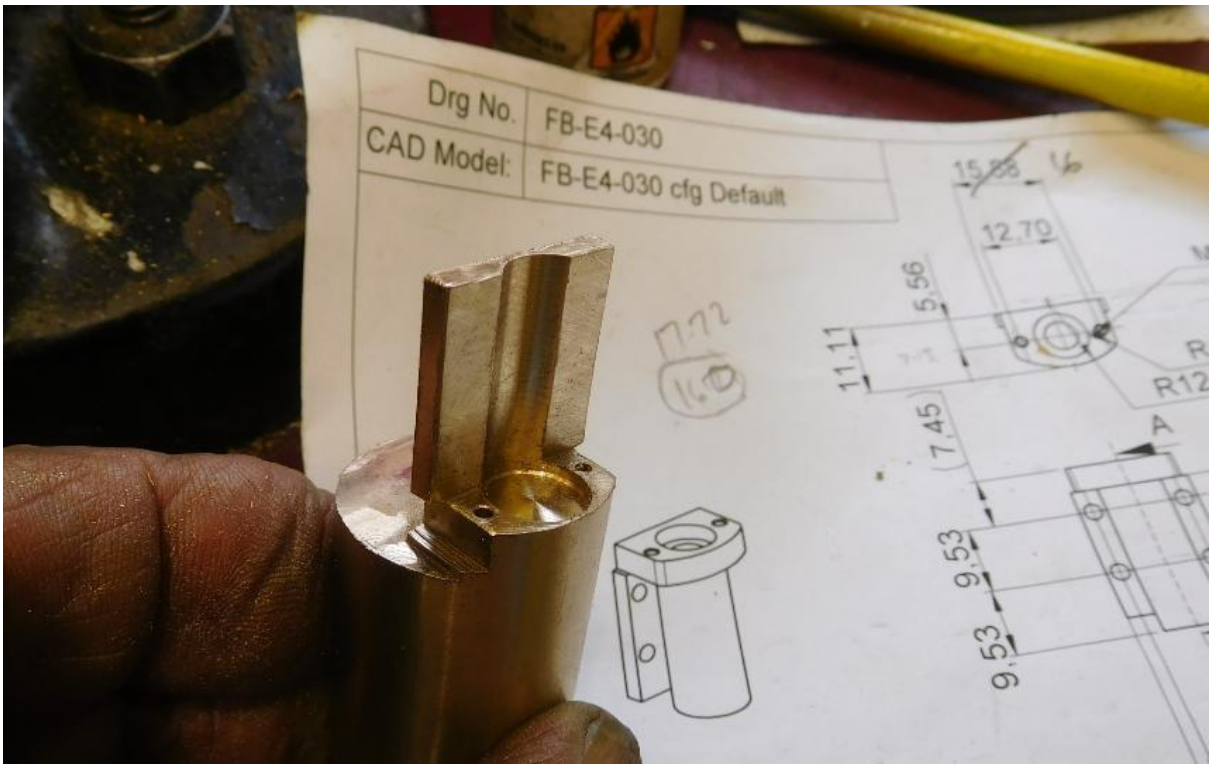
Next job I tackled was the handbrake column bearing; this fits at the rear of the left hand side tank and the brake spindle runs through the driver's seat and reappears underneath the cab. I didn't actually *need* the rotary table for this job, but it was already set up and I'd zeroed the DRO to the chuck centre. The chuck simply offered a convenient alternative to a vice. One part of the column had a ½" radius on it, so I pressed a length of 1" diameter bronze bar into service and machined away what shouldn't be there.

I had to use a Tee slot cutter to machine the D section to the correct width:

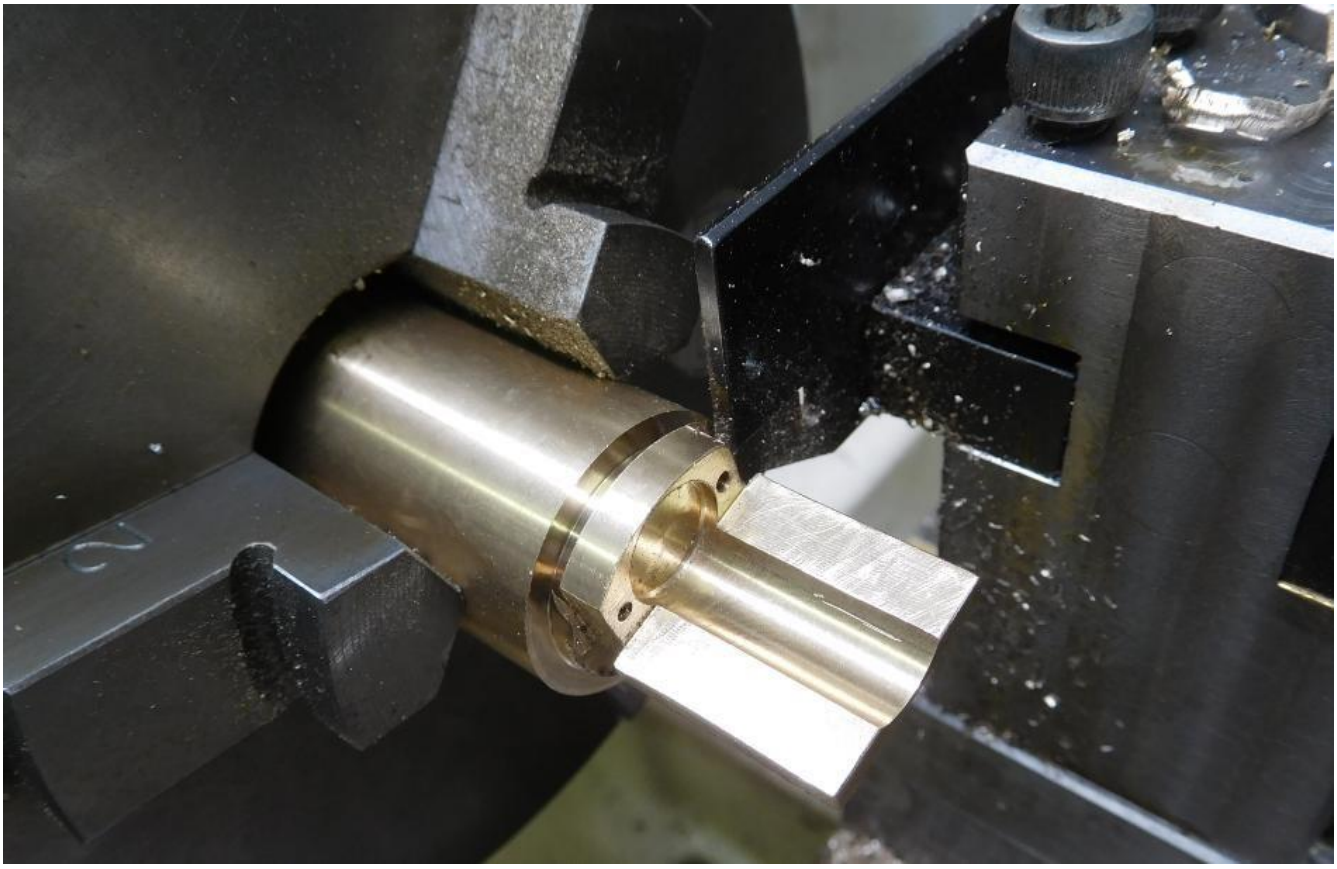


10mm slot drill used to form a mating surface for a piece of 10mm brass to be brazed in later, and holes drilled to suit the cap piece.

Looking a *bit* like the drawing of a bathroom sink...



Parting off:

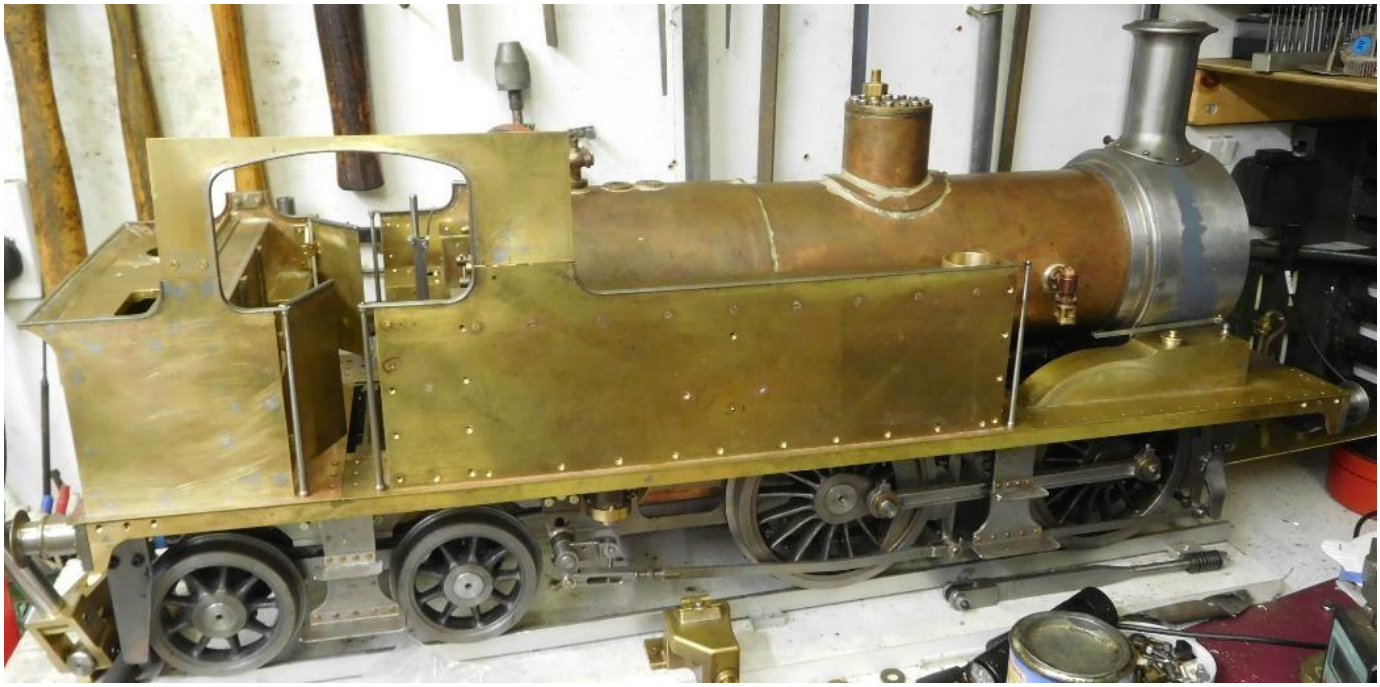


The 10mm brass has now been silver-soldered in place, and I've drilled through for the brake shaft. Counterboring for the thrust collar now:

Securing holes drill, cap made; job done.

Progress so far on the loco; there's still a lot to do. These include:

- Dome cover
- Boiler cleading
- Pipework
- Boiler fittings Superheaters
- Finish off the cab
- Finish soldering up the tanks and hiding all those countersunk screws with soft solder
- Nameplate letters to make and fit
- Take it all to pieces and paint it and put it all back together again...



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