

Atlantic 5 ins. gauge Locomotive No. 3279 Update

Virtually all the machining work is now complete for this locomotive and it is time to disassemble it for painting and lining. The disassembly requires lots of plastic bags and a permanent marker to try to make the job of re-assembly a bit easier. Painting and lining are the bits I really don't like that much as they try my patience and usually end in some sort of disaster requiring parts to be stripped and done again. My objective was to get a reasonable job done in a couple of weeks as there was no way that I was going to spend months or years seeking the perfection that some model engineers do! Contrary to my fears, this paint job went rather smoothly!

You will see from the photos some tender parts baking in in sunshine having been sprayed with single pack grey etch primer. Also the tender chassis painted satin black with copious amounts of red lining.

The smokebox was sprayed high temperature satin black and once the boiler barrel, the cab and the tender body had been masked up they were given three coats of LNER Green (Doncaster Shade) paint. For this green paint I mixed 80% paint and 20% quick drying air thinners and sprayed at 30 psi air pressure with a fairly high paint to air ratio on the gun control.

For the boiler barrel, tender sides and cab I will be using LNER black – white – black lining transfers and LNER water slide transfer numerals. On the tender chassis I adopted a different approach to the lining by applying 1/32 ins. wide self-adhesive lining. All the lining and transfers will be given a thin coat of clear varnish to seal them in.

You get a sort of good feeling when cleaning the spray gun prior to putting it away for next time.....all that is required now is to assemble the whole thing without scratching the paint. It's a lesser evil to scratch the paint with a firing iron in due course but to damage it straight after painting.....

Geoff









