Atlantic 5 ins. gauge Locomotive No. 3279 Update – More on the Tender

Having largely sorted the tender springing and brakes there is one small job left on the brakes……to fit a taper pin in the main lever……..but I've run out of 3/32 ins. taper pins. Since my taper reamers are all imperial sizes I need a 3/32 ins. diameter imperial taper pin. Imperial taper pins have a taper of 1 in 48 but metric ones have a taper of 1 in 50. When you order a particular size you need to remember that the size of a metric pin is determined by the small end of the taper pin whilst imperial sized pins are specified by the big end diameter. There are now some 3/32 ins. diameter pins 'by big end' in the post…..somewhere!

So pressing on now with the tender body I've formed the side sheets of the tank and fastened them to the bottom sheet. I've also fitted the front 'coal face' of the tender which is an interesting piece of brass work. When the large boiler Class C1 Atlantics were built they had Great Northern Railway Class B 3,670 gallon tenders. Those tenders had equal axle spacing and the forward facing front of the body was symmetrical with two high level rectangular tool boxes with curved hinged lids. Following grouping the LNER progressively fitted their 3,500 gallon tenders to the Atlantics. The LNER tenders were readily identified by their unequal axle spacing, the rear two axles being closer together. The front face of the tender body was very different. It was not symmetrical and had two unequally sized tool lockers with vertically hinged doors. This is the arrangement you see in the photos of my model. When the locomotive is ready for painting the GNR and LNER colours and lining out are also different so that is another thing to be aware of. Incidentally, the Clarkson 5 ins. gauge large boiler Atlantic drawings are all labelled 'GNR Large Boiler Atlantic' but the tender drawing included in the set is that of a later LNER 3,500 gallon tender. It is pretty useless anyway as it lacks detail and most relevant dimensions. If that wasn't enough of a distraction the drawings produced in 1950 by Messrs. Lynch and Hunter purporting to be specifically for locomotive No. 3279 show a tender nothing like the actual and more like a 4,200 gallon tender for a V2, D49 or B17 locomotive. Thankfully the Isinglass drawing of No. 3279 is spot on but it is only a single sheet general arrangement drawing. I'm therefore working mainly from the LNER works drawing making much use of my 1970 pocket calculator to convert dimensions to 5 ins. gauge.

For a bit of light relief after a big bout of tender mental torture I've made the tender hand pump. There is nothing unusual about this, just a bronze casting for the body bored to the size of ram to be used, with a square brass valve chamber brazed on the end, stainless steel ram with a single 'O' ring and stainless steel levers, nuts and pins. Later on I will decide at what height in the tender to mount the pump. The lower down it is the longer the stroke of the handle when pumping and the larger the aperture has to be in the tank top.
One needs sustenance when working in the workshop so in one of the photos you will see a homemade Eccles cake. Wonderful! My good lady also made some Sad cakes, but does anyone out there know their Eccles from a Sad?


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