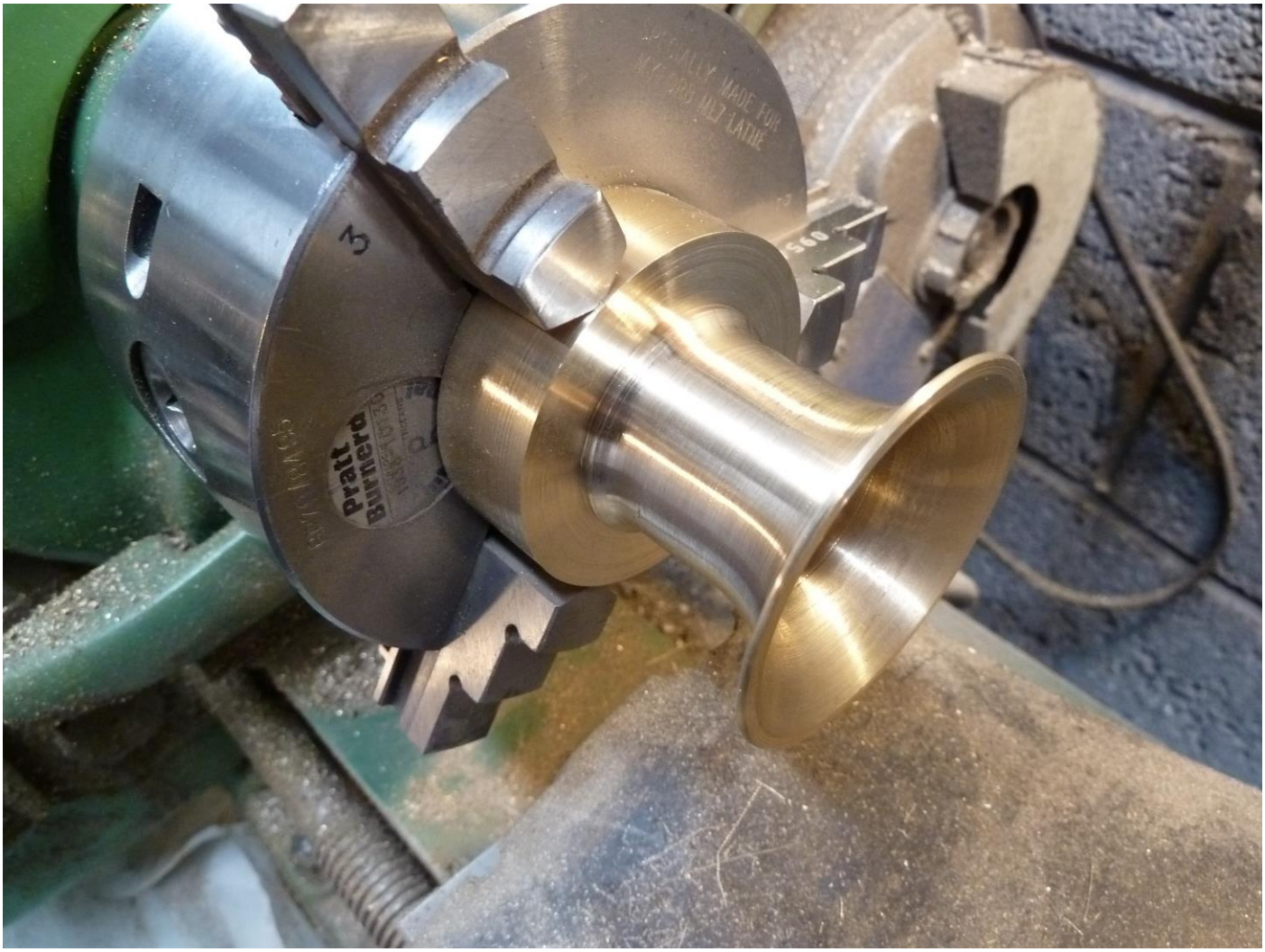
Atlantic 5 ins. gauge Locomotive No. 3279 Update – Even More on the Tender

I'm continuing to work on the tender for No. 3279. There is a lot of work in a larger 5 ins. gauge locomotive tender which is a reason that some model engineers start work on the tender first knowing that if they manage to complete it then there is a fair chance that one day they may finish the locomotive in its entirety. But there are other issues! Most of the tender is brass sheet which these days is very expensive! It is important therefore to ensure that measure twice, cut once is always applied and also to make due allowance for memory loss due to advancing years in order to minimise chucking money into the scrap bin! There are other issues which compound the scrap bin issue! I'm working from works drawings which is simple enough so what could go wrong? Well, where dimensions are marked on the drawing then all you need to do is to convert them to 5 ins. gauge by multiply the dimension in feet by 1.062. Where dimensions are not marked on the drawing then I measure them directly, but have to remember to divide by 1.5 first because the drawing is scaled 1.5 ins. to the foot.

What could possibly go wrong with this bit of simple mathematics? Now where was I? You will see from the photographs that I have formed the inner water tank. This is not an easy shape to make water tight. In the past I've always soft soldered the joints to make tanks water tight and I know that others have used a variety of sealants from paint to silicone. There is a chap in one of the magazines at present doing a large Scotsman tender and he has used Petseal with good results. This is a two part resin used by motor bike enthusiasts for sealing leaking petrol tanks. It is not cheap stuff but I'm going to give it a go. I've also done the base of the coal space and its curved sides, added the tender vent pipes, lifting eyes and the shield just in front of them and I am about to complete the vertical top side plates and rails. The flared top edges of the tender are easy enough on the straight pieces but the rear corner flares needed careful work. These were turned freehand to 50 thou thickness using internal and external card templates and then cut into quadrants with a slitting saw in the milling machine. Fitting the rails on top of the curved side pieces is a fiddly job. Some model engineers actually hold these in position with 12 BA screws but that seemed to me to be hard work so I have soft soldered mine. Put Fluxite on both parts, tin both parts with a large soldering iron (very large), clamp the parts in position and then melt the solder using a chefs flambe torch! Any solder which squeezes out is easily pared off using a sharp wood chisel! (sorry woodworkers!)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B .. 55
C .. 45
D .. 30
A
B
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Washers and Nuts