

Atlantic Review for 2015

By David Jones

The main task at the beginning of the year was to continue fitting all the parts of the valve gear between the frames especially the eccentric straps and the associated linkages. There was also the need to finish off the lubrication pipework on the front bogie. Then it was on to fitting the running plates and splashers that proved to be quite heavy work as some of these sections are of thick gauge metal. Much welding and bending had to be done but eventually all parts had been made and assembled. Also at the same time sheet metal pressings had been obtained for the cylinder covers that were eventually fitted and painted by late summer.

With the majority of the running plate and valance sections having been assembled, it was felt that, with the annual Supporters' Weekend due in June, it would be a good idea to finish the painting and lining out along the length of the locomotive to give a good impression of how 'Beachy Head' will look in its BR livery. This proved to be a worthwhile move with many photos subsequently appearing in magazines and on websites creating a boost in donations. Of course, there is still a lot to do on the splashers before they in turn can be finish painted and lined out. The next major part to tackle was the cab, so all the sheet steel was ordered as laser cut parts and delivered as a flat pack. During the latter part of the year, the cab was assembled and painted and eventually erected up onto the locomotive. The boiler has not been forgotten, and orders have now been placed for the bronze safety valve casting, its cast iron cover and the very complicated and expensive superheater header casting.



Bogie lubrication



Painted cab.



Con rod.

In parallel to this, machining has been carried out on various bronze cab fittings and the 'J' pipe for the regulator in the boiler. Both the flue tubes and smoke tubes have now appeared on the list in Atlantic News, and supporters have already sponsored a number of them. During the Open Weekend in June, ultrasonic tests were made to the stays to confirm their integrity with good results. There was scare a month or two ago when boiler tube manufacturer Caparo of Oldbury went into administration, but fortunately the tube division has been bought by another steel company so we should be able to place an order soon.

Finally, during November we were able to white metal and machine the motion bushes and fit the connecting rods in place ready for setting the valves. This involves turning the driving wheels by hand using specially designed rotators so that measurements can be taken as the pistons and valves traverse up and down their cylinders, and then adjust the length of the valve rods in between the frames before clamping them into their final position.

Photos by David Jones.



Eccentrics.



Loco frame and cab.