

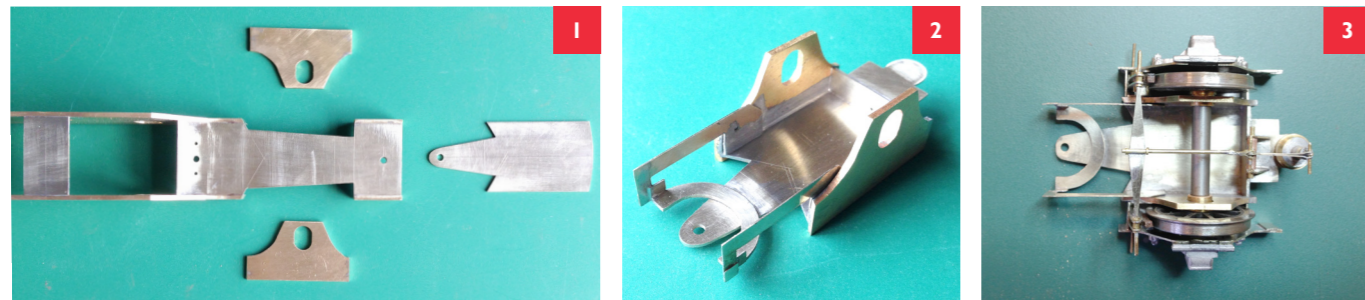
A detailed Atlantic

PETER TAYLOR shows how a 2002 article aided the building of an Atlantic locomotive in 7mm scale...

In *Magazine No. 215*, published in September 2002, Peter Priestley set down a detailed expose of how he went about modifying and detailing the 7mm scale kit of an Atlantic. Peter's version was of a second series HA Hoy example but the main changes and additions

to the model are equally applicable to one representing the engines as built during Aspinall's tenure as CME of the L&Y. The result of including Peter's amendments into the build of the kit (originally from Gladiator Models) are shown in this photographic essay. The

main changes are the alterations to the underframe to create a pivoted pony truck, the addition of correctly modelled Joy valve gear and the production of vacuum cylinders with their attendant full complement of brakes.



1. The component parts for the rear pony truck with the cut-outs from the underframe, the shaped bearing plate soldered in position and the shaped pony truck bearing plate.

2. The pony frame assembled with a shaped rear extension soldered on for bolting the brake vacuum cylinder to.
3. The pony frame with its external axleboxes fitted and completed with a further turned vacuum cylinder and fabricated brakes but awaiting final trimming. Springing will be with shaped piano wire.

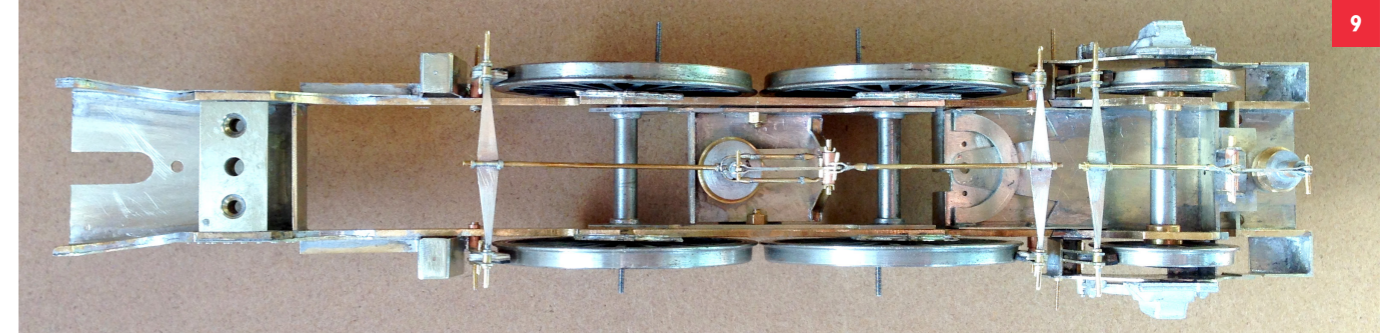
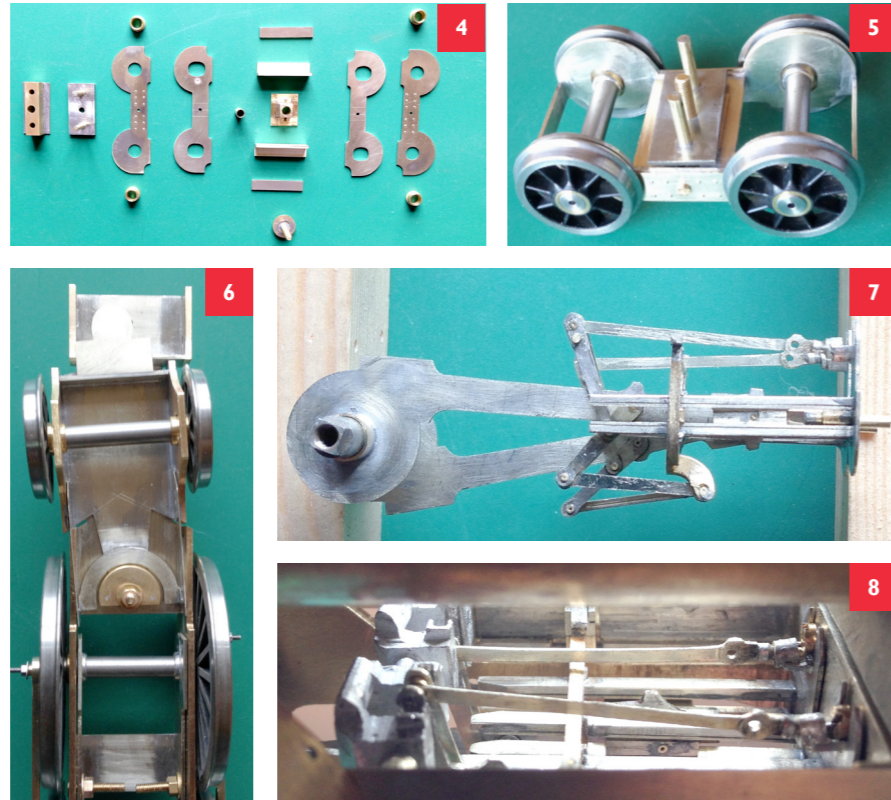
4. Component parts for the new front bogie with only the frame spacer and central cast bearing from the kit.

5. New bogie assembled with springing to be by piano wire through the two side studs.

6. The pony frame attached to the locomotive chassis through a turned but non-rotating pivot.

7. The Joy valve gear assembled with the non-cranked axle showing its static nature.

8. A view between the boiler and the footplate of the valve gear in place.

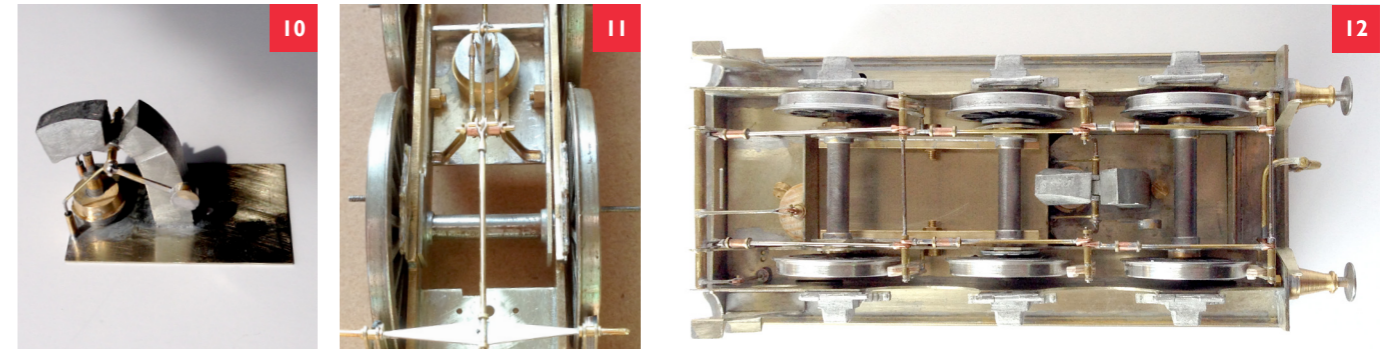


9. Underside of chassis with locomotive brake assemblies in position.

10. The water pick-up apparatus sub-assembly using a Laurie Griffin casting with turned vacuum cylinder and fabricated weight.

11. Main locomotive vacuum cylinder bolted to plate soldered to compensation beams and with brake rodding attached but, again, waiting final trimming.

12. The underside of the tender with 'wooden' half vacuum cylinder and fabricated brakes.



A hand turnout lever

PETER TAYLOR models one in 4mm scale based on a drawing compiled from a Tom Wray survey...

The L&Y made extensive use of the 'throwover' type of hand lever for the operation of turnouts in goods yards and in locomotive shed yards. The lever was set parallel to the track with the base supported on two extended length sleepers. The drawing below and the photograph right show a typical example of the L&Y's hand lever.

To model one of the levers in 4mm scale, the Southwark Bridge etched kit of a Summerson Lever has been used. Although the company is, sadly, no longer in business it is hoped that Roxey Mouldings will re-release the kit. The kit is almost accurate for an L&Y lever with the main difference being the length of the baseplate that in the kit is 12.33mm (3' 1'') rather than the required 11mm length. The other difference is in the length of the lever that is 7.25mm (1' 93/4'') between its fulcrum and the counterweight position rather than 5.33mm as the drawing. Due to the shaping of the baseplate, its excess length has been left but the lever has been modified by filing down the shoulder on the lever to allow the counterweight to be set in its correct position. Assembly of the lever has been by the use of solder cream as in the kit instructions. To finish the lever to more closely match that of the L&Y, the end beyond the counterweight has been filed to a tapering shape.

The photograph shows the finished result, and yes, the lever does rotate but a connection between it and the operating crank has not yet been attempted! Only three more to make.



Levers at Middleton Junction. Photograph Tom Wray

