

I've been getting the 'cladding' sorted on the Ivatt 'Atlantic' No.3279. Since the boiler is cylindrical and the firebox nicely curved the job is simpler than the last 'cladding' job I did on a GWR 'King'. On the 'King' the 'cladding' was complex since the boiler barrel had a half taper and the firebox crown, the firebox sides, the backhead and the throat plate all sloped in one direction or another. During forty years in the steam industry we always referred to the metal covering on steam pipes as 'cladding'. But is it 'cladding' or 'cleading'?

Cleaving: This word is in the dictionary: Definition: A jacket or outer covering to prevent radiation of heat, as from the boiler, cylinder, etc. of a steam engine. Also used to describe the planking or boarding of a shaft, cofferdam, etc. Its origin comes from the Scottish word for clothing.

Cladding: This word is not in some dictionaries which pronounce it as 'not a word', but you can find it in other dictionaries described as 'a layer of a hard material, used as protection'.

Getting back to the boiler the 'cleaving', on the barrel it is simply 22 gauge brass sheet fastened with screws longitudinally along the joint on its underside and it is also held via the brass banding being tightened by screws. The banding on the firebox is soft soldered in place.

For the purists who have studied the 'Atlantic' you will notice that the top row of washout plugs have covers and the bottom row do not. These are just a turning and brazing job and they are also soft soldered in. The covers on the upper ones were only fitted to No. 3279 whilst in the works for its 1936 – 38 rebuild and do not appear on the other members of its class.

It has been a bad day for definitions since I have also made the boiler 'fountain', or is it a 'turret' or is it a 'manifold'. This should be straight forward since a 'fountain' obviously squirts water aimlessly (!) for fun and distraction and a 'turret' is either part of a tank or perhaps the part of a castle where smelly little men with lots of hair shoot arrows at dastardly attackers! So its obviously a 'manifold' he says, stirring the emotions of the loco men out there! 'Manifold' is the term we used in industry for such devices which connected pipework to various appurtenances, so I'm calling it a manifold.

The 'manifold' (oh dear!) has been purpose designed to fit the small space between the firebox crown and the cab roof. The sticking out valve with the Bakelite knob is the push to operate whistle valve and the six other connections are for, injector 1, injector 2, the blower, the steam brake, the steam to the displacement lubricator and finally the pressure gauge.

Incidentally, if you make something similar you must liberally coat all the threads with white correction fluid before brazing up the assembly or the silver solder will run up the threads faster than a rat up a drain pipe and you will not be able to get the nuts on as there is not enough room to run a die down the threads to clean them up!









