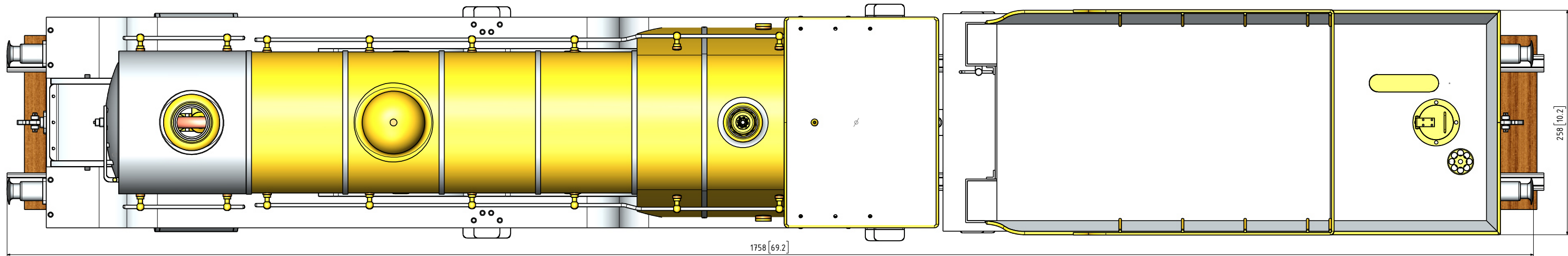
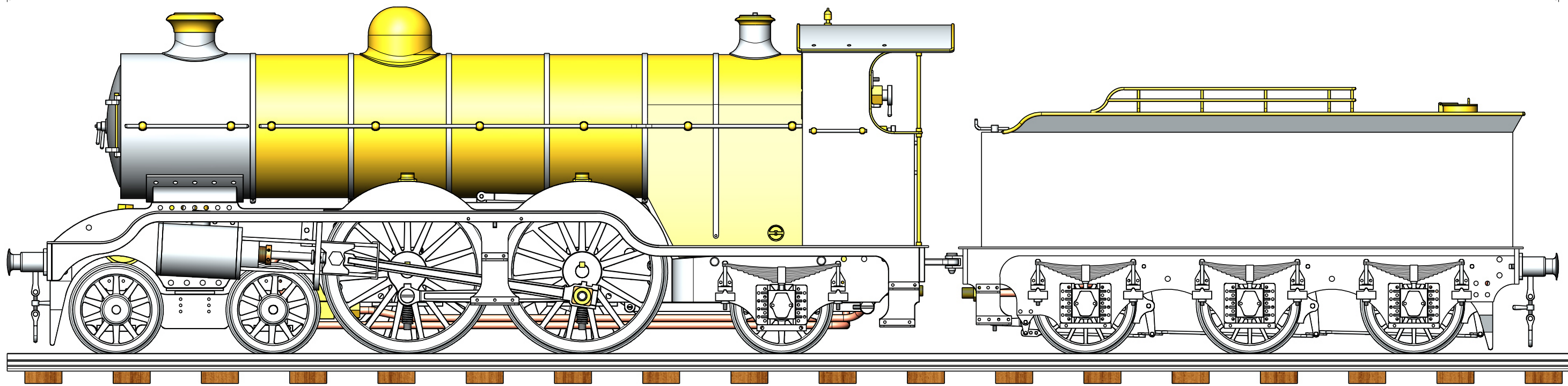
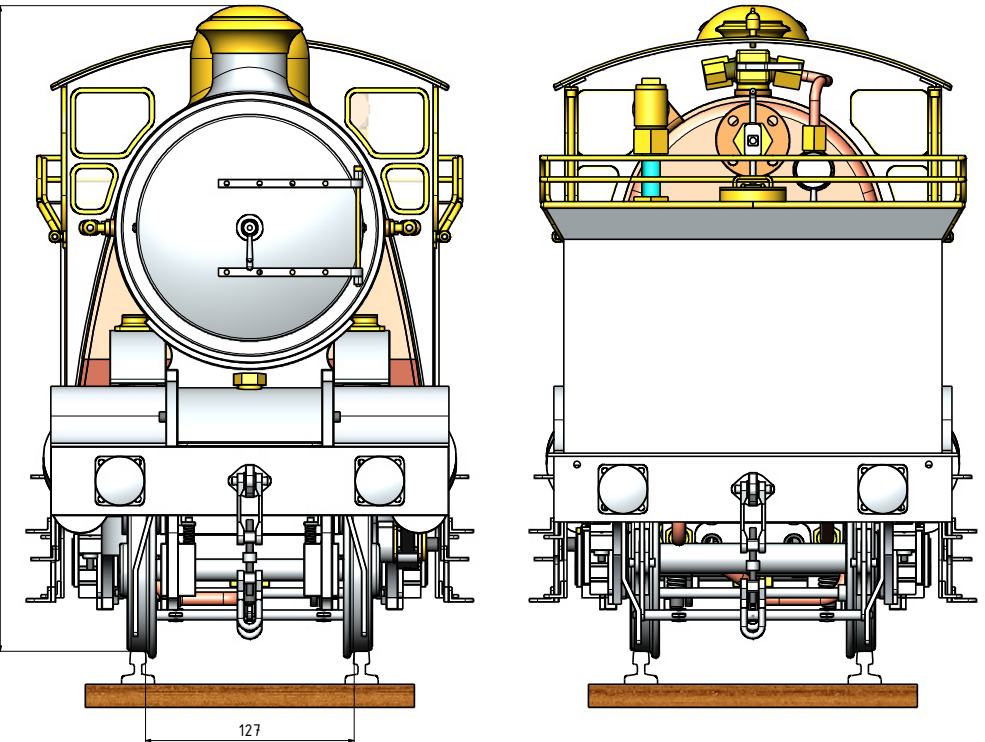




- NOTES:
0. ALL DRAWINGS ARE IN METRIC MEASUREMENTS
 1. ALL ENGINEERING PRACTICES SHALL BE APPLIED WITH REGARDS TO HOLE AND SHAFT TOLERANCES.
 2. WHERE SCREWS OR BOLTS ARE USED THE CLEARANCE HOLES SHALL BE APPROXIMATELY 5% TO 8% LARGER THAN THE MATCHING TAPPED HOLE.
 3. PREFERABLY ALL TAPPED HOLES AND MATCHING SCREWS AND/OR BOLTS TO BE METRIC FINE (MF)
 4. MATERIALS SPECIFIED ON THE DRAWINGS ARE INDICATIVE ONLY. THE BUILDER CAN MAKE HIS/HER OWN MATERIAL CHOICE.
 5. ALL CONNECTIONS/JOINTS WHICH HAVE STEAM PRESSURE APPLIED TO IT SHALL BE SILVER/HARD SOLDERED.
 6. COMPRESSION SPRINGS ARE DRAWN IN COMPRESSED STATE (CP), UNCOMPRESSED STATE IS APPROX 40% TO 60% LONGER THEN COMPRESSED STATE.
 7. WHERE PREFERRED SCREW OR RIVETED CONNECTIONS CAN BE OMITTED AND PARTS CAN BE BONDED TOGETHER BY USING EITHER HIGH STRENGTH GLUE, EPOXY RESIN, OR SOLDER.
 8. PARTS WHICH ARE DIRECTLY EXPOSED TO STEAM AND/OR WATER SHOULD BE CONSTRUCTED USING NON-FERROUS OR NON CORROSIVE MATERIAL SUCH AS BRASS, BRONZE, GUNMETAL, STAINLESS STEEL, COPPER OR MONEL.
 9. THE ORDER IN WHICH THE PARTS/COMPONENTS ARE MANUFACTURED AND THE MODEL IS ASSEMBLED IS ENTIRELY LEFT TO THE BUILDER/MODEL MAKER.
 10. A COLOUR SCHEME FOR THIS PROJECT IS ENTIRELY LEFT UP TO THE MODEL MAKER.
 11. THE MANNER IN WHICH THE PARTS/COMPONENTS ARE MANUFACTURED IS ENTIRELY LEFT UP TO THE BUILDER.
 12. USE LOCTITE, ON SCREW OR PRESS FIT CONNECTIONS OR SURFACES, WERE DEEMED NECESSARY TO PREVENT PARTS FROM LOOSENING.
 13. WASHERS AND/OR SPRING WASHERS SHALL BE USED WHERE DEEMED NECESSARY.
 14. INQUIRE AT THE APPROPRIATE AUTHORITIES WHETHER OR NOT THIS BOILER REQUIRE A PRESSURE TEST CERTIFICATE.
 - XX. ERRORS AND/OR OMISSIONS MAY OCCUR IN THE DRAWINGS, DO NOT HESITATE TO CONTACT ME SO THAT THE ERRORS/OMISSIONS CAN BE RECTIFIED.

IMPORTANT NOTE:
BEFORE STARTING: IT IS STRONGLY ADVISED THAT THE BOILER AS SHOWN ON THESE DRAWINGS SHOULD BE INSPECTED BY AN AUTHORISED PROFESSIONAL ENGINEER AND THE WORKING AND MAXIMUM BOILER PRESSURE TO BE CALCULATED.
MAKE SURE THE BOILER FULLY COMPLIES WITH THE LOCAL RULES AND REGULATIONS OF MODEL BOILERS.
A COMPLIANCE AND SAFETY/TEST CERTIFICATE SHOULD BE OBTAINED.

DUE TO THE LACK OF INFORMATION ON THE ORIGINAL DRAWING(S), SUCH AS VIEWS, DIMENSIONS, SECTIONS ETC AND/OR CLARITY OF COMPONENTS, OMITTED PARTS/COMPONENTS, SOME OF THE COMPONENTS MIGHT NOT BE AS CONSTRUCTED ORIGINALLY OR AS THE ORIGINAL DESIGNER INTENDED

SOURCE: THIS MODEL WAS DOWNLOADED FROM THE INTERNET, JOHN TOM WEBSITE. THE DRAWINGS AND WRITTEN ARTICLES WERE BY MARTIN EVANS AND WERE PUBLISHED IN THE "MODEL ENGINEER" MAGAZINE OF 1977 UNDER THE TITLE: "SOUTHERN BELLE" A NEW LOCOMOTIVE FOR GAUGE 1, L.B.S.C.R. "ATLANTIC" OF CLASS H.2".						
TITLE		DRAWING CONTENTS		PROJECT No 07B-17-00		PROJECTION
A COAL FIRED MODEL OF A "ATLANTIC" TYPE STEAM LOCOMOTIVE CLASS H.2 FOR 5" (127mm) GAUGE		G.A., SIDE VIEW TOPVIEW, FRONT VIEW, REAR VIEW, NOTES		JDW DRAUGHTING SERVICES		 JDWDS
				J.A.M. DE WAAL. 12 BRIGHTWELL STREET PAKAKURA 2110. NEW ZEALAND. PHONE: 0064 09 2988815. MOB: 0211791000 E-MAIL: dewaal@xtra.co.nz.		
				DATE		JUNE 2022
				SHEET: 01 OF 17		A2 No:07B-17-00-SHT01