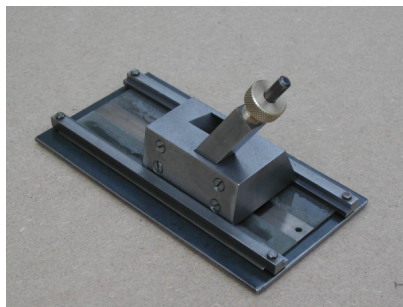
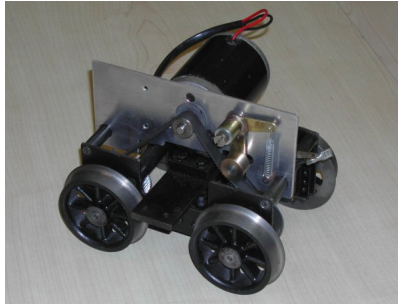


# TIVVY BUMPER

The newsletter of the Tiverton & District  
Model Engineering Society

Autumn 2015



## Editorial

Welcome to the second edition of 'Tivvy Bumper' for 2015.

As usual, we are featuring the last six 'Pictures of the Month' that have appeared on our web site. The first picture shows Andy's class 37 at the April steam-up, with a decent load - including Mike and his dog at the back! Then there is the power bogie for the 1900 London Underground coach being built by Arthur, Mike from Yeovil club, behind his 'King John' at the club's open day, and part of the electric line-up at the club's barbecue in July - Ray behind Andy's class 37, and Graham behind Ray's GWR diesel railcar.

The last two pictures are of a 4-facet drill sharpener, shown at the Spring Bits & Pieces evening, and Mike, driving his Dad's (Andy) 5" Prairie.

Remember, all the previous 'Pictures of the Month' are available on the web site. Just follow the link at the bottom of the 'Home' page.

The club web site has all the latest information about the society, dates of meetings and presentations, steam-up days, as well as a bulletin board where members can share experiences, share information about events, etc. So if you have access to the Internet (or someone in your family does), have a look.

The web site address is: <http://www.tivertonmodelengineering.org.uk/>

In this edition, as well as the usual features, you will find a report on the Open Day, the club barbecue, and an ingenious steam raising blower designed by Doug from the Andover club.

Steve

### **Chairman's Chatter**

With the longer nights starting to draw in and temperatures dropping, it is time for the autumn edition of Chairman's chatter.

#### *Open day*

Our open day was very successful and for once the weather was kind to us. (See separate report). It was nice to meet members from the Westland club in Yeovil, and a few have subsequently joined us. Interestingly our neighbours Bryan and Caroline also came, providing some very nice cakes. Nothing more was said about the hedge, nature has taken its course and the hedge thickened up. I am not sure if they have sold the house as I haven't seen them for a while.

#### *Running Days*

I am thrilled with the regular high turnout of members at our running days. It is great to see our wonderful facility being used and enjoyed, especially when family members and friends join in the fun. Again many thanks to the members who turn up regularly on Wednesdays to maintain the site. It has been suggested that we increase our "official" running days to twice a month. We are trying this in October, and will see how this goes. With winter on its way it may be difficult to maintain two meetings a month, however there is nothing to stop members contacting one another to arrange additional running days. I know I hark on about Worthy Moor, but it is a beautiful facility and should be used to the full.

#### *Bristol Show*

The club was well supported at the Bristol Show but the location of our stand was not ideal, having been changed a few times by the organisers. A shame, as I felt we had the most diverse collection of exhibits at the show –the majority of the other exhibitors stands were dominated by locomotives. The feeling is we should attend every other year.

#### *Winter Program*

As usual we have a winter program arranged for the 3<sup>rd</sup> Friday of each month. See the forthcoming events at the end of this newsletter (or on the web site).

#### *Club Web site.*

Many thanks to Steve Papworth for his work in maintaining this. In our digital world, a professionally presented web site is a great advert for the club. There is a bulletin board where members can discuss subjects of their choice. It does however appear that we are not very active in this area. I will give it a go as I am have having some issues with the check/clack valves on the Butch that Stuart Holmes has supplied for club use.

#### *My Projects.*

In my spring Chairman's chatter, I mentioned that I was making a revolving cradle to hold the Simplex I am building. I designed the cradle to accommodate locos of different lengths and am now really glad I did. As mentioned earlier I am working on a Butch which is shorter than the Simplex. A few quick adjustments and the Butch was in and turned upside down which made stripping down and cleaning a whole lot easier. Like most of us, I have many projects on the go and am also building a Stuart Score twin horizontal engine for my son in law's "Waverly" paddle boat. To control the paddles, we have decided to use a simple gear box used for Radio Control cars. It has neutral, forward and reverse which are selected by servo. By have one of these gearboxes on each side of the engine, we can have the paddles turning independently giving fine directional control.

#### *Christmas Dinner*

Finally, I would like to remind members about our Christmas Dinner which is being held on 18<sup>th</sup> December, in the Mitre Inn, Witheridge.

Web site : <http://www.themitreinn-witheridge.co.uk/>

The dining room is very nice and spacious and can accommodate 30 people. (See picture).



It would be great if we could fill the room. I try to get venues that have self contained dining rooms so we don't have to put up with other parties sharing. Our member's home locations are spread over a wide area and I do try to get somewhere that is easy for all to get to. The Mitre Inn is just over a mile from Mount Pleasant on the same road.

That's about it for now.

Adrian

### **Treasurer's Musings**

Thanks to everyone who has paid their subscriptions – almost everyone has now paid but if you have not then please send me £28.

I was very pleased to receive a cheque for £100 as a donation from Bristol to thanks us for taking a stand at their Exhibition.

We have purchased a Sthil hedge cutter for Worthy Moor and it is in Bob Everett's care.

If you haven't already done so, please send me your payments and choices for the Xmas Dinner on Dec 18th at the Mitre in Witheridge.  
Chris

### **Secretary's Scribblings**

Season of mists ... and mellow fruitfulness it might be, but I am glad for one that the colder weather of autumn means the grass at Worthy Moor is taking a breather!

Seriously, I would plead with anyone who is fit and healthy to come to the track on a Wednesday and help out the few of us who come week after week. I know our efforts are appreciated by the many on open days and running days, but a bit of practical support would be welcome. Enough grumbling!

I am looking forward to our November run, after dark and using the signalling system. There is a huge bonfire waiting to be burned, and guess where all the brushwood came from? That's right – beech brushwood from the contentious hedge, which incidentally has grown thick and opaque, as we all knew it would. Please bring a locomotive, and a potato to roast?

John.



## Annual Open Day

The club's annual Open Day was held on June 6th, and we were blessed with glorious weather - although there was a short shower early in the morning, but followed for the rest of the day with glorious sunshine.

There were a number of visitors from other clubs, primarily Yeovil and Taunton, but only a couple of engine. One poor visitor from Yeovil had brought his engine, but had forgotten his boiler certificate, so sadly wasn't able to run.

Mike from Yeovil brought his lovely GWR King , (see the Picture of the Month for July) and spent a good part of the day in steam, giving rides to many enthusiastic passengers.

Bill from Taunton had his Bagnall prototype in steam. This engine was fitted with Baguley valve gear and a marine boiler.



After the visitors had had a chance to sample the track, a number of members got their engines out, including Steve and his 'Rob Roy', Michael with his Dad's "Firefly" (pictured below), Adrian and Mike with their electric engines, and Nigel with his ingenious i.c. powered engine.



## Club Barbecue

The 18th July had been chosen for the club's annual barbecue, and thankfully, it was a fine day.

Early starters on the track were Steve with his "Rob Roy", Bob with his "Maisie" and Vic with his "Polly". Later on, the electric engines took to the track, including Tim's "Toby", Andy's class 37 and Ray with his GWR diesel railcar.



We decided that this was a powerful engine, so manoeuvred 4 passenger trollies on to the track behind it, and Ray set off with a train containing himself and 12 passengers. (Pictured below)

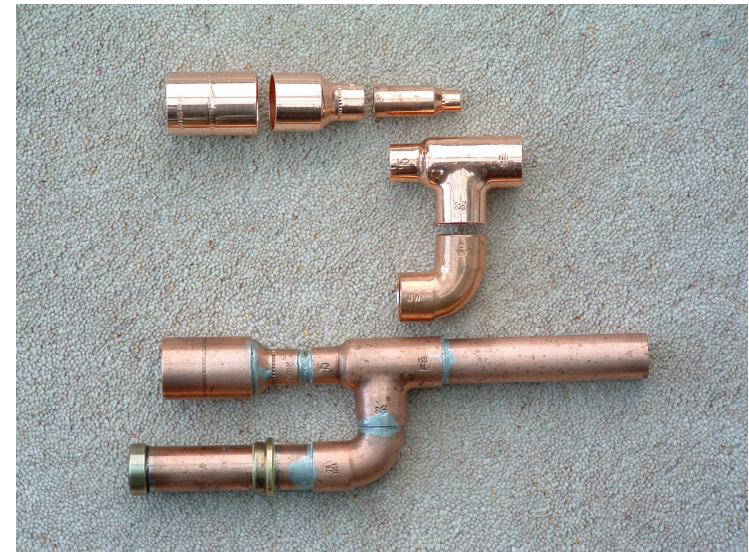


As usual at the barbecue, the Vic Feeney cup was awarded to the engine that, based on the votes of those present, had given the best entertainment. Not surprisingly, and by a big margin, the award went to Ray for his railcar. On the left is a picture of Chairman Adrian awarding the cup to Ray.

## Steam Raising Blower

A number of people have commented on my steam raising blower, and I am grateful to Doug of the Andover club, who designed the original.

The problem with most blowers is that the smoke, soot, oil fumes, etc. pass through the blades of the fan, and also make the motor very hot. The basis for this blower, which addresses these issues, is that clean fresh air is blown by the fan into a venturi, which then provides the necessary suction at the engine's chimney.



The venturi is assembled from readily available plumbing fittings, and the photograph above shows both a complete assembly, and most of the component parts laid out alongside.

The parts are as follows:

28mm x 28mm coupler  
28mm x 15mm reducer  
15mm x 8mm reducer  
22mm x 22mm x 15mm Tee  
22mm x 22mm elbow

Plus a couple of short pieces of 15mm and 22mm copper pipe.



The blower that Doug and I both use is an ex-military instrument cooling fan. Sadly, the supply of these seems to have dried up, but there are other suitable fans available.

In use, the fan is connected to the venturi by means of a washing machine outlet hose (which conveniently fits both the fan and the 22mm pipe of the venturi) the venturi unit is slid into the engine chimney, and the fan connected to the electricity supply.

The photo above shows the unit in use on Doug's "Virginia".

## Track Trivia

The weather for the May Bank Holiday steam-up was largely a wash-out, due to awful weather. Tim did manage to run his "Toby" engine, but that was all.

The June steam-up date was, of course, reserved for our annual Open Day - see the separate report.

July saw good weather, and three locos were on the track - Tim's "Toby", Mike's 14xx, and Andy's "Prairie".

The August steam-up was not blessed with good weather - in fact it rained quite heavily later in the afternoon. However, Vic steamed his "Polly" and Mike his 14xx. There was also a good contingent of electric engines, including Tim's "Toby", Adrian's "Barclay", Andy with his newly acquired "Warship" class engine, and Steve with his Class 08 shunter.

There was a large turn-out at the September steam-up, with lots of family and friends in attendance. We had two "Toby" tram engines on the track - one belonging to Tim and the other belonging to Graham. In addition, we had two steam engines in steam - Andy's "Prairie", and Vic's "Polly".

October's steam-up day was blessed with excellent weather, and quite a number of people were present. Chris had his "Gert" there for a steam test, and then a run, Steve had his "Rob Roy" and Vic had his "Polly". Tim and Graham both had their trams, although Graham was suffering from problems due to a sticking relay. And Andy was there with his "Warship" class.

## **Forthcoming events**

Don't forget that we meet on the first Saturday of every month at Worthy Moor for a steam-up (and chat). Please come along.

We also meet on Wednesdays to maintain our wonderful site. Please come along to that too.

Mark your diary for these events for the next 6 months:

### **2015**

16th October	Bits and Pieces evening
21st October	Visit to the West Somerset Railway workshops.
31st October	Garden Railway show, Exeter
20th November	Talk on mobile phones
18th December	Christmas Dinner at the Mitre Inn, Witheridge.

### **2016**

15th January	Video evening
19th February	Talk on CNC
18th March	Annual General Meeting
April 15th	Bits & Pieces evening