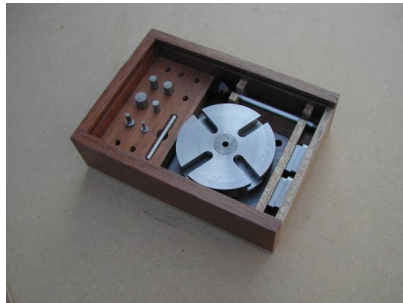


TIVVY BUMPER

The newsletter of the Tiverton & District
Model Engineering Society

Spring 2016



Editorial

Welcome to the first edition of 'Tivvy Bumper' for 2016.

As usual, we are featuring the last six 'Pictures of the Month' that have appeared on our web site. The first one is Bill from the Yeovil club, running his Bagnall locomotive at last year's Open Day, and the second is Simon's tether car, which he showed at one of our Bits & Pieces evenings way back in 2013. The next is an even older photo of John H driving Graham B's 'Pansy', followed by a photo of the full size 'Odney Manor' pulling out of Williton station. The last two pictures show Graham H enjoying a ride behind Tim's Toby, driven by Stevie, and a small rotary table to the George Thomas design, shown at the Bits & Pieces evening in October 2014.

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 visit to the workshops of the West Somerset Railway, and the first part of Adrian's description of re-furbishing the 'Butch' locomotive that has been loaned to the society.

Steve

Chairman's Chatter

Today (20th March) is the spring equinox and we are all looking forward to the longer and warmer days, especially after the very wet winter. It was so wet that on at least two occasions we were unable to enjoy our monthly steam day (see the Track Trivia section).

This brings me on nicely to an item raised at the AGM. For those of you who were unable to attend, it was agreed that we should have a second club steam day. It was agreed it would be on a Sunday to make life easier for those with families and would be held two Sundays after the Saturday Club steam day. Steve has already put the dates on the club web site.

Another item raised was the maintenance of Worthy Moor. We need to have weekend maintenance days to enable those who are working full time the chance to offer their services. The first of these (the frequency needs to be sorted) is Saturday, April 23rd. There is always plenty to do and as a dedicated working day no running will take place.

On the subject of Worthy Moor maintenance, the weekday working day will now be Tuesday.

Next, I would like to welcome Billy Dower onto the committee. He will be the youngest member of the committee by a big margin.

Finally, the membership is growing steadily. We now have 40 full and 5 junior/apprentice/student members. This is encouraging and reflects well on us all.

I mentioned in the Autumn Chairman's Chatter that the club was given a 5 inch Butch on a long term loan for members' use. I volunteered to get it into working order, and you will find the first part of my report on doing this later in this issue

Our Summer Open day on June 4th is now not too far away. Let's hope for a great turn out and good weather.

Adrian

Treasurer's Musings

At the AGM I was able to present the 2015 accounts that showed a turnover of £1284 (which include a £100 donation from Bristol SMEE for our taking a stand at their exhibition last year) and a profit of £367, (after depreciation of £236 was taken off). We had a fair few new members last year which boosted subscription income to £1,168. Expenses were contained and we have received a fresh notification that we will be exempt 100 % from North Devon District Council Rates.

A motion was passed to increase subscription rates by £1 to £29 for full members and £27.50 for Country members. Juniors and those on Apprenticeships stayed at £1.

Please can every member renew their subscription as soon as possible? I attend most Friday Meetings.

As ever, we are always grateful for any donations that are received

Finally we are renewing the Clubs Public Liability Insurance at £2 Million (which has gone up due to the Government increasing Insurance Premium Tax from 6 % to 9.5 %). Our Broker (Walker Midgley) from Sheffield also offer members workshop and model insurance and NTET discs for individual members with Traction Engines – I will happily supply details if requested to

Chris

Secretary's Scribblings

It must be spring ...

... and about time too! The rotten weather over the winter may have held off the grass growing around Worthy Moor, but it's that time of year when the excuse for not doing some maintenance wears a bit thin.

The rest of this Scribble is going to be a bit downbeat, I'm afraid. In February your Secretary was laid up with a virus attack for a couple of days, but it has left me with pins and needles in my fingers – a bit of a handicap for a Secretary! Fortunately I can still just about use a computer keyboard.

If you were at the Annual General Meeting in the middle of March, you will have heard me say that I would stand for the position of Secretary but for one more year only. This is nothing to do with the previous paragraph – it is just that I have been doing the job for ten years, and I feel that someone else ought to have a try. I hope that someone will give the position a thought – I will help them all I can.

John.

Visit to the West Somerset Railway

On October 21st 2015, a small group of members made a visit to the Williton workshops of the West Somerset Railway.

We were met by our host, Bob Collins, who, after an introductory talk, introduced us to John Cronin, the supervisor of the Diesel and Electric Preservation Group (DEPG). The DEPG have 10 locomotives, and we were first shown into the workshop where Hymek number D7018 was being restored. After a look around, we went outside, to where 6 more locomotives were on the tracks. The picture below shows the group in the midst of the engines.



After looking around all the locomotives, with some detailed information being supplied by John, we moved on to the steam side of things, where we were introduced to Ryan Pope.

Ryan first showed us his own engine, an 0-6-0 saddle tank engine, that he and his brother have been restoring for the last three years. The boiler of the engine was out of the frames, having just been tested and prepared for boiler certification. (See picture below).



We moved on into the shed, where ex-GWR 4561 was being re-built, although as Ryan said, 85% of what we saw was new - the engine having been in a bad state, having been modified and 'repaired' several times in its life.

Further on in the shed was the 'paint shop' where an ex-GWR carriage was in the process of being painted - all by hand! The carriage has received its first coat of 'custard' on the top half, which had been carefully rubbed down with wet and dry, ready for the next coat.

Finally, we went outside, to look at the chassis of 6695 - an engine that was being transported from the Swanage heritage railway to the WSR for a steam gala earlier in 2015, when the lorry carrying the engine broke in half. The subsequent damage to the engine was all too apparent. Even the buffers were bent.

As we were leaving the shed, a rostered train, headed by 7828 'Odney Manor' arrived in the station (see right).



After a short wait, we were treated to the wonderful sound of a GWR engine pulling away, under load, from a standing start. Absolutely glorious!

'Butch' restoration (Part 1)

About a year ago, the club received an e-mail from Stuart Holmes, informing us that he had a 'Butch' that had been built by his father Arthur in the late 1960s/early 70s to a design by Charles Kennion. Stuart was concerned that the engine was just languishing at his home, and offered it to the club on a long term loan basis for members' use.

After some correspondence, Stuart arranged to deliver the engine, and I brought it along to the club Bits & Pieces evening in March 2015. As you can see from the picture, the paintwork was in poor condition, but a cursory mechanical inspection made by some members indicated that the engine looked well built, and in reasonable condition, although some of the boiler fittings seem to be stuck.



Given the age and not knowing when the boiler was last tested, it was agreed that the boiler would have to be removed from the loco, together with all cladding and insulation, to enable a thorough inspection of the boiler to be made. Before it could be run, the boiler would have to undergo the normal boiler test, which involves subjecting it to 2x working pressure hydraulic test. As our club rules stipulate that in order to issue a boiler certificate, the locomotive has to be owned by a club member, this was explained to Stuart, who agreed to join the club.

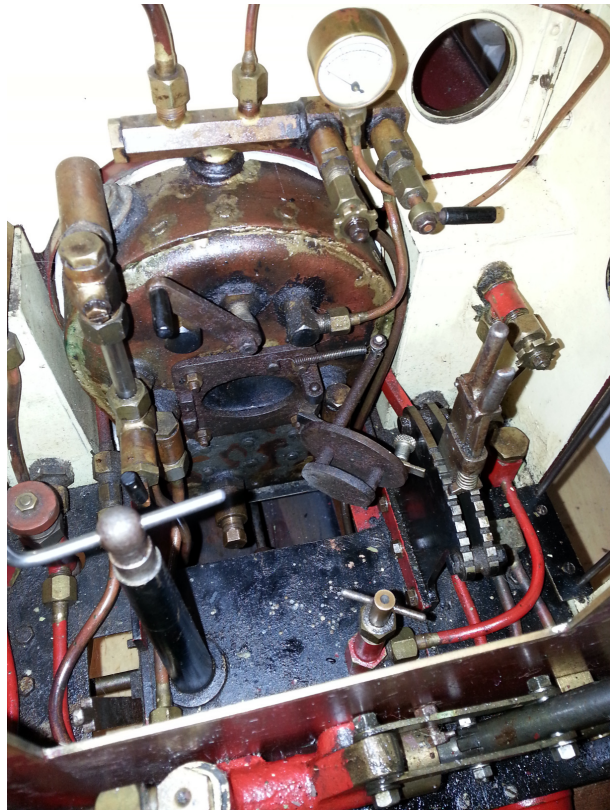
The first job was to make some adaptors so I could put Butch onto my revolving loco cradle to give me 360 degree access.



My adaptors require the buffers to be removed, as I suspend the engine using inserts in the buffer housing at each end of the locomotive. I have adjustment screws on beams at each to ensure the engine is securely

clamped in place. The removed coupling hooks, buffers, springs and stops were put into the first of many boxes.

Next a visual inspection to assess the size of the job and to determine what had to be removed to release the boiler. Looking in the cab, there seemed to be a lot of pipe-work so to ensure I knew where everything went on re-assembly, I took some photographs.



I first removed the cab sides and rear bunker, then the hand pump. Removing the inner bunker was a bit more difficult as the hand pump

pipe-work was connected using bulkhead fittings. These were in the bottom corners and somewhat awkward to access. Things were a bit easier once the inner bunker was removed and the remaining pipes either removed or loosened.

I decided the next bits to be removed were the side tanks. One was straight forward, but the other ultimately needed the boiler to be removed as a pipe from the tank to the axle pump was entwined in the chassis.

I then tackled the front end. The mechanical lubricator was removed, then the cylinder to smoke box steam pipes were disconnected. Finally the chassis/smoke-box saddles screws were undone and removed. Being able to rotate the engine by 360 degree made life a lot easier. Finally, the boiler clamps were loosened, one side being awkward due to the tank still being partially attached. One final check to ensure nothing was attached to the boiler, after which, with some very gentle persuasion, the boiler was finally lifted out from the frames, followed by the offending tank.

The smoke-box was removed from the boiler, after disconnecting the superheater and loosening the smoke-box/boiler clamps.

The cladding and insulation was removed. Not being sure what the insulation was made of, I soaked it with water, and wearing a mask carefully removed it and then washed the boiler down.

The last job was to remove all the fittings, which was mostly straightforward. However, to remove the two clacks on the backhead necessitated removing the fire-hole door and associated mounting plate.

Next time, I will describe the preparation for the hydraulic test, re-assembly, testing the chassis and running the engine.

Adrian

Track Trivia

Despite the dreadful weather forecast, the November steam-up day was not too bad, with even a little sunshine. Bob had his 'Maisie', and gave rides to a group of adult visitors, who learned of us from the Exeter garden railway show. Mike had his electric loco, complete with cycle headlamp and tail lamp to permit running into the evening, and later in the day, Ed arrived with his 'Ajax'.

The first Saturday in December was quite bright, and a good number of people were at the track. There were several steam engines - Bob had his 'Maisie', Steve had his 'Rob Roy', Vic his 'Polly', and Ed his 'Ajax'. In addition, Mike had his electric loco, and Andy had his 'Warship'.

The weather forecast for the first Saturday of 2016 was appalling, and it appeared that most club members decided to give the monthly steam-up a miss. Bob had arranged a boiler test on his recently acquired 'Minx', so he and the boiler testers were there. The engine passed its test, and then was used to give those present a ride around the track a few times.

The February steam-up was also abandoned due to the weather, although Adrian did manage to get to the track on Feb 23rd to have a steam test on the re-furbished 'Butch'. He, Vic and Bob seemed to have had a good day, despite the cold.

At long last, we had good weather for the March steam-up day. It was cold and windy, but with sunshine for most of the day. As a result, a good number of members turned up, including Bob with his newly acquired 'Minx', Adrian with Stuart's 'Butch', Ed with his 'Ajax', Steve with 'Rob Roy', Tim with 'Toby', and Andy with his 14xx.

We were similarly blessed for our April steam-up. Although it had rained overnight, the sun eventually came out. Tim and Graham B both had their electric trams, and Adrian was present with 'Butch'.

Forthcoming events

Don't forget that we meet on the first Saturday of every month at Worthy Moor for a steam-up (and chat), and now on the Sunday 2 weeks later. Please come along.

As mentioned earlier in this edition, we now meet on Tuesdays to maintain our wonderful site. Please come along to that too.

Mark your diary for these other important dates for the next 6 months:

April 17th - the first regular Sunday steam-up

April 23rd - Track and site maintenance day

May 20th - Bits & Pieces evening (**note new date**)

June 4th - Open Day

25th September - Autumn Open Day