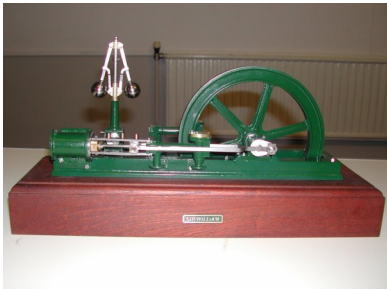


TIVVY BUMPER

The newsletter of the Tiverton & District
Model Engineering Society

Spring 2018



Editorial

Welcome to the Spring edition of 'Tivvy Bumper' for 2018.

As usual, we are featuring the last six 'Pictures of the Month' that have appeared on our web site. They show, in order, a general view of the track when we hosted the 'Brean Steamers' last September; an evocative picture of an engine running past the bonfire on our evening steam-up in November; the old telescope that Simon brought along to our 'bits & pieces' evening; Andy's version of LBSC's 'Maisie' on our track; Tim's part finished 'William' stationary engine - again shown at a 'bits & pieces' evening; and Billy, driving 'County of Cornwall'

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 link to the bulletin board where members can share experiences, post sales and wants, 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, you will find a summary of the 2018 AGM, and the first part of an article by Billy, describing his work to produce a model of a re-built West Country class loco from a Tri-ang TT gauge model. I am also indebted to Chris C. for a fascinating piece on William Huskisson.

I am always on the look out for articles and pictures to go into the magazine. So if you have an interesting project on the go, or have some experiences that you would like to share with the rest of the members, please think about writing a short article to go in a future edition.

Steve

Chairman's Chatter

Hopefully the similarly grey wet winter and early spring have passed and that we get some warm weather soon. We can count on one hand the days this year when the weather has been kind enough for running days.

The roof over the steaming bay has proved to be a boon especially for the boiler test days. It also proved to be very useful on the bonfire night running session (which by the way was very atmospheric) when it started to rain. Portable BBQs were placed on the rails and very soon the appetising aroma of sausages and burgers replaced the equally appealing “scent” of locomotives being steamed up.

The club Christmas dinner was an experience! Unfortunately, the M5 was closed, which meant a very large volume of traffic was diverted up the A396 with Bickleigh Bridge being a major obstacle. My wife Diane and I had left early in order to sort out the table seating. Hearing on the car radio that the M5 was closed, I immediately realised Bickleigh Bridge would be a problem as the restaurant was just over the bridge and most members would be heading from Tiverton. My route via Crediton and Cadbury brought me out by the entrance to the bridge and fortunately the car in front of me threw caution to the wind and decided to push their way through the oncoming traffic with me behind for “support”. On arrival at 7.20 we found the restaurant to be completely empty with bewildered staff wondering where everyone was, as they were completely unaware of the traffic problems. In the end we started at 8.30. The staff at Bickleigh Mill were fantastic and we all had such a great time that we have already booked for this year.

I would like to remind members that they are always free to contact any committee member if they have any concerns or suggestions regarding the way the club is run. We welcome new ideas and innovation.

Finally, just a few words on the progress of the 5 inch Simplex I am building. All being well, it will be having its inaugural firing in the next couple of days, and hopefully a steam test and run at Worthy Moor a few weeks later.

Adrian

Treasurer's Trivia

As you will read later, at the AGM, the subs were increased by £2 to £31 and junior subs to £5. If you have not paid to-date, please can you send me your cheque payable to T & D MES Ltd and can I also please remind you that to keep your membership, subs must be received by June 15th 2018.

As you have been informed, we will be changing the lock on the main gate at Worthy Moor to a combination lock in June. The combination code will be given only to those members who have paid their subs.

We had a big year on expenditure last year so need to consider any other ideas to raise funds. One suggestion is for an 18 hour sponsored run at the track maybe on the longest day 21st June. Please let me or any other Committee member have any other ideas.

I am usually at the Friday Monthly meeting and will be at some of the running days, so can be paid then. If anyone wants to pay electronically, please contact me and I will give you the Bank details.

Chris

Secretary's Scribbling

Well now.... 12 months as Secretary- nobody wanted to take over at the AGM so I'm stuck with it for ANOTHER year. Having gone to all the trouble of complying with the Data Protection Act, the blasted EU moves the goalposts as usual and brings in yet another acronym, the GDPR! So we have to do it all again so we can put photos on the website without risk of being hung drawn and quartered!

Gert got her valves sorted out eventually and was taken for a steam test. She passed but the poor old girl is very reluctant to steam. I think there are drafting problems and/or leaks in the smoke box. I have to repair the pressure gauge siphon as well.

For my sins, I am also Secretary of Taunton Stamp Club. Their AGM was 3 days after TDMES so I've been a bit too busy to do any engineering. The only bonus was that I could sort out GDPR for both clubs at the same time.

Maybe Gert will get some attention soon.

Chris

AGM

Here is an abbreviated set of minutes from the 22nd AGM held at OHSCC on Friday April 13th 2018

1. Chairman's welcome: Our Chairman Adrian Newson formally opened the meeting at 19:45 and welcomed all present.
2. 21 members were present.
7 Apologies for absence.
3. Previous minutes The minutes having been circulated previously were taken as read.
4. Matters arising: none.
5. Chairman's report

It is now just over a year since the club moved evening meetings from Blundells to here at OHSCC and the majority of meetings have been extremely well attended with quite a wide range of subjects covered and enjoyed by all.

In September we had the first visit to Worthy Moor by the Brean steamers. Our wonderful track and a magnificent turn out by our members ensured our visitors were soon asking if they could come back again.

Another example of the great atmosphere within the club could be seen at our Christmas dinner. Despite horrendous traffic problems that led to the start being delayed by over an hour, a great time was had by all. Thanks, must also be given to the people at Bickleigh Mill who looked after us so well.

Attendances at Worthy Moor continue to be very good, just a shame about the weather! A lot of work has been done at Worthy moor in the past year, to name just a few items -widening of the Grand Canyon, the roof over steaming bays – which has proved to be very well used, and the cutting back and tidying of the trees.

Expenditure on projects for Worthy Moor will be limited except where safety is concerned. The area around the turntable has become very slippery as has a few other areas. These areas will be prepared and gravelled. The car park also requires the surface moss to be removed followed by additional suitable treatment .

6. Secretary's report

The notice and agenda for the Annual General Meeting were circulated in good time, and I have received no requests for proxy votes.

It has been a busy year for me with a lot of administration to be revised together with plenty of new requirements.

Firstly, we beat the gun on the provisions of the new General Data Protection Regulations which come into force in May 2018. We have already collected the consent forms from most of the members, the remainder should come back to us with this year's Subs.

I have prepared a Privacy Policy which will be posted on the website soon, and revised the introductory page of the Visitors Book and the sign in pages. In order to continue the use of photographs on our

website it is necessary to obtain your consent. In time we will ask you to sign yet another form, but in the mean-time please signify your consent by a show of hands. (All members present gave their consent).

The H&S documentation has been updated, and is now under regular review.

7. Treasurer's report

As the Hon. Treasurer was absent, Steve presented the accounts on his behalf. In 2017, we spent £1,140 more than our income. He explained that this was primarily due to the fact that we had some large expenses, some of which will not be repeated for several years.

He then showed Chris' projections for next year, and explained that if we increase the subs to £31 per member, and we retain the same number of members as at present, there will still be a shortfall of approximately £500. Whilst we can sustain this shortfall for a while, it would result in our bank balance being reduced. Steve asked members to think about ways that we might raise money in the coming years.

Steve then tabled Chris' proposal that the membership fee should be increased to £31, the country member category abandoned, the junior member fee should rise to £5, and the student member category removed. This was seconded by Andy and passed unanimously.

8. Election of Officers

Adrian was re-elected as Chairman, Chris C. as Hon. Secretary and Chris S. as Hon. Treasurer. All the other Committee Members were re-elected.

Lew is stepping down as a boiler tester, but Andy and Tim will continue.

9. AOB

Newsletter: Steve asked members to submit articles for the newsletter.

Butch: Adrian asked for a volunteer to take on the guardianship of the loco because his own is nearing completion.

Creating a Rebuilt West country in TT Gauge (Part I)

Background

TT Gauge is the shorthand for 3mm or 1/100 scale. Some of you may be aware that Tri-ang produced TT Gauge between 1957 and 1965. During this time they released 5 different British, Steam loco types, though many more are available thanks to scratch built or white metal kits, using chassis and modified bodies.

Among the models was a SR Un-rebuilt Merchant Navy and a BR Britannia. From these I shall move onto my project.

The Real Locomotive

During WW II, Oliver Bulleid of the Southern Railway developed a very innovative Steam loco. This was the Merchant Navy class. These were supposedly Mixed Traffic locos, but were an excuse to update the SR's Express Passenger fleet. These locomotives used Chain Driven Walschaerts Valve Gear and Bulleid's Box-Pok wheels.



Un-rebuilt West Country loco, 34007 Wadebridge

Image from (https://en.wikipedia.org/wiki/SR_West_Country_and_Battle_of_Britain_classes)

These locomotives were very heavy for the SR and could only be used as far west as Exeter on the Southern Mainline. From this engine, the West Country/ Battle of Britain 'Light Pacific Class' were developed - a slightly smaller loco, using the same design of valve gear, which could be used west of Exeter on lines to Ilfracombe, Plymouth and Padstow.

Unfortunately, the Chain driven Valve gear was very maintenance heavy, due to chains stretching and knocking the valve gear out of time. From 1957 – 1961 many of the locos were re-built following the same re-building process used on the Merchant Navy Class of locomotives. These locos had 3 sets of standard Walschaerts Valve gear, while keeping the original Box-pok wheels. Unfortunately after rebuilding they were no longer light enough to travel to Padstow and only in later years did they travel to Plymouth.



Rebuilt Battle of Britain Loco 34059 Sir Archibald Sinclair

Image from (https://en.wikipedia.org/wiki/SR_West_Country_and_Battle_of_Britain_classes)

As can be seen in the pictures above, there is quite a difference.

As becomes important later on, the Light Pacific is 67'4.75" long, the Merchant Navy is 69'8" long and a Britannia is 68'9" so, it is piggy in the middle, although in terms of Tri-ang TT gauge, no real difference.

The Model

The rebuilt loco has very similar lines to a Britannia class loco,

Demonstrated by my Un-modified model.



And an Unmodified Merchant Navy Loco



To start with, as an example, I have swapped the tenders to show the required major change.

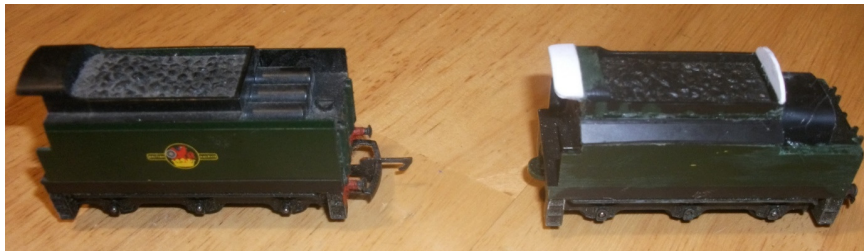


Tri-ang based their locos around similar Chassis type, with the Britannia and Merchant Navy sharing the same Chassis, but with different other fitments and fittings.

The Model can now be seen as two separate entities for modification.

Tender

No major modification is required on the tender, other than that which a Dremel and plasticard can fix.

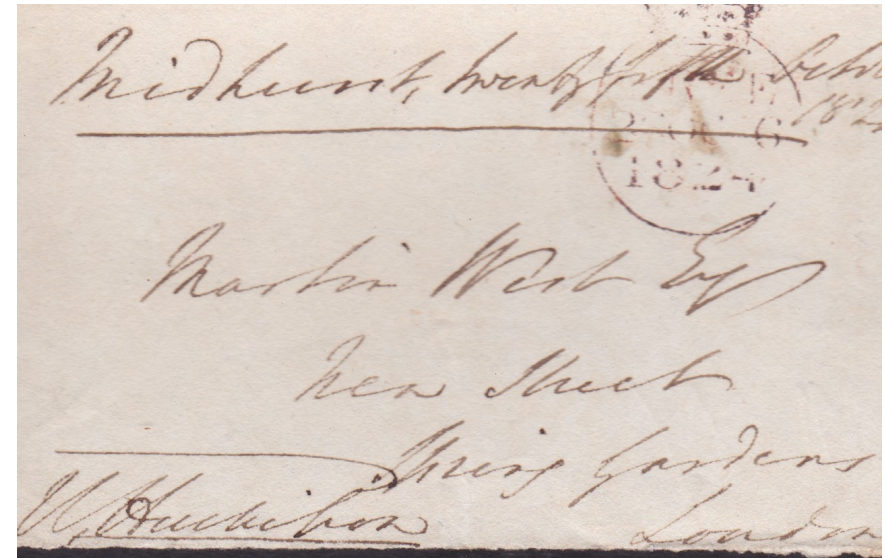


This picture demonstrates the extent of modification to the tender. The removal of the high tender sides, replaced by flat rear tank and angled fire iron holder. A top radius segment on the rear coal space, vacuum reserve tank cover. Due to damage sustained prior to my acquisition, I used folded 20 thou plasticard to make a replacement cab cover. The tender is now ready for repainting and transfers to be applied.

In part II, to be published in the autumn, we will look at the modifications to the locomotive itself.

Historical Autographs

In the days before postage stamps were invented, MPs, Nobility and Bishops had the privilege of free postage, subject to rules - one of which was that they had to sign on the outside. There was a craze in the Victorian era for collecting these autographs. This one is the signature of William Huskisson.



Who He? You ask.

William Huskisson PC (11 March 1770 – 15 September 1830) was a Member of Parliament for several constituencies, including Liverpool.

He is commonly known as the world's first railway passenger casualty, as he was run over and fatally wounded by George Stephenson's Rocket.

Huskisson was at the opening event of the Liverpool and Manchester Railway. He rode in a special train constructed for the Duke of Wellington, pulled by the locomotive Northumbrian, which was driven

by George Stephenson himself. This was the only train on the south track, the other seven were in procession on the northern track. At the midpoint of the line, they stopped to take on water. Although the company had warned passengers to remain on the train while this took place, around fifty of the dignitaries on board alighted when the Duke of Wellington's special train stopped. One of those who got off was Huskisson.



The train being pulled by Rocket approached on the other line. A shout went up, "An engine is approaching. Take care, gentlemen!" The other passengers either climbed back into their seats, or stepped over the northern line and completely out of the way. A third option was available, to stand with your back to the stationary coaches, as there was a four-foot gap between the lines, and even though the Duke's private carriage was wider than standard carriage, it would have still been

possible to stand between the stationary and the travelling train and remain safe. However, what unfolded was a calamitous series of events.

Huskisson was known to be clumsy. He had endured a long list of problems from his regular trips and falls. Added to this, he was only a few weeks post surgery and was there against his doctor's advice.

On realising his danger he panicked and made two attempts to cross the other line, but changed his mind and returned to the Duke's carriage. At this point Rocket was thrown into reverse, but it would have taken 10 seconds to have any effect. Huskisson then panicked that the gap between the two trains was not big enough and so tried to clamber into the Duke's carriage, but the door of the carriage swung open leaving him hanging directly in the path of the oncoming Rocket, which hit the door, throwing him onto the tracks in front of the train. His leg was horrifically mangled by the locomotive.

A door was ripped from a railway building and Huskisson was placed on it. George Stephenson uncoupled the Northumbrian from the Duke's train and the mortally wounded MP was placed in a small carriage that had been occupied by a band, and with a small group of friends they set off to the vicarage at Eccles and a doctor was called. A tourniquet had been applied, but it was not deemed possible to do a field amputation, so he was made comfortable. His wife arrived from Liverpool and he was able to make his will. At nine in the evening, Huskisson finally succumbed to his injury.

Forthcoming events

In May, there is a boiler testing day on the 27th. Our Open Day is on June 2nd, and the club barbecue on the 17th.

Check the web site for details of other meetings at both Worthy Moor and OHSCC.