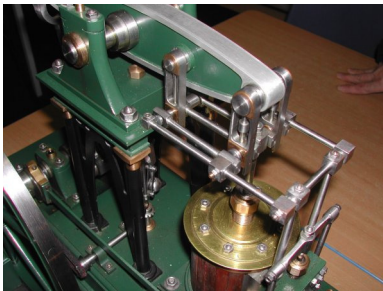
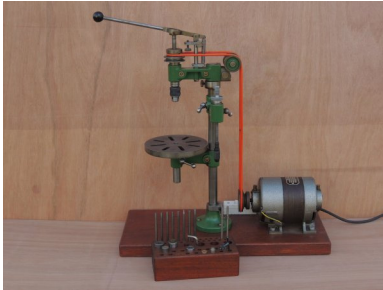


# TIVVY BUMPER

The newsletter of the Tiverton & District  
Model Engineering Society

Autumn 2018



## Editorial

Welcome to the Autumn 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 tapping and staking machine, with the additional sensitive drill attachment, as designed and published by George H Thomas. Next is a view of a visitor to our track (Rex, from Andover) with his "Rob Roy". The third picture is of Andy's "Warship" class electric loco, followed by a picture of another visitor on our track - this one being Sam, from Yeovil club, with his quarry Hunslet. Last but one is a close up of the parallel motion on Tim's beam engine which he brought along to one of our Bits & Pieces evenings, and the final picture is of yet another visitor from the Yeovil club, with his L&Y 0-8-0 engine.

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, 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.

In this edition, you will find the second part of an article by Billy, describing his work to produce a model of a re-built West Country class loco from a Triang TT gauge model

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

We have experienced a long hot summer with majority of our steaming days rain free. I say the majority were rain free, but for some reason it seemed whenever I brought my Simplex, I was subjected to drizzle. I mentioned in the spring Chairman's chatter that the Simplex would be due for her maiden steaming, and am pleased to say she has run well through the summer thanks to Andy and many other members helping me to sort out the "teething" problems. The cooking foil and string boiler cladding (added to keep the insulation clean) caused some amusement and someone named her "Oven Ready"



The final boiler cladding will be added in November before she is stripped down for painting. I do hope to get at least one more run in beforehand, however, thinking of bringing her out is equivalent to a rain dance as last Saturday (6th October) it chucked it down. After many years of building the Simplex I find myself with a smidgen of time to spare, so have commenced what could be a more difficult project of putting together a Winson GWR 1400 kit. I have made a start, see below.



Like any clubs we have highs and lows and I won't dwell on the latter. Looking at the highs, Worthy Moor is looking immaculate and the addition of the gravel path has made a big difference to the appearance and improvement in safety. We have spruced up the "Looe" and are currently (excuse the pun) rewiring the club room. There was another great turnout of members for the visit of the Brean Steamers. We wonder if we should go back to having this midweek, should they wish to return next year.

Generally, our steam ups and Friday meetings have been well attended, but I have noticed recently there has been a small drop in attendance at OHCC and hope this is down to the "hot summer effect".

As I write this in early October, we have quite a few events in the pipeline; bits and pieces evening/auction/bring and buy at OHCC, a visit to the West Huntspill Club, the Exeter garden railway show, maintenance day/ dusk running (3rd November) and our Christmas Dinner at Bickleigh Mill, December 14th. Let us hope that we don't have a repeat of last years traffic problems!

Adrian



## Treasurer's Trivia

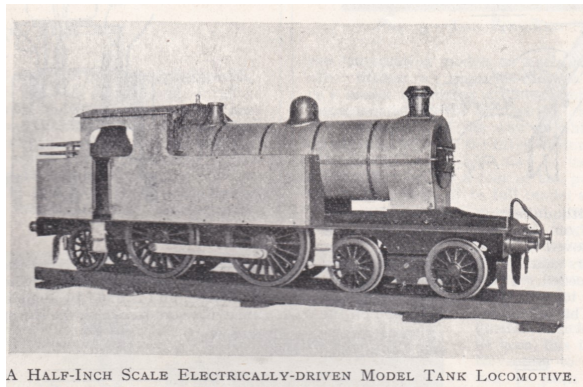
The subs are all paid, and expenditure running to budget. Not much to report.

Chris

## Secretary's Scribbling

Poor old Gert. No progress since the last newsletter. A lot of time has gone on finding out how to operate the club's engraving machine, and I am now confident enough to demonstrate it at the Exeter Garden Rail Show.

A few days after the last Bits'n'Pieces evening, I picked up a copy of Model Engineer & Electrician magazine from 1911. To my surprise on Page 1, there was a picture and construction article on something very similar to Simon Jarman's 2 1/2" gauge electric tank loco! The original builder claims it was made without a lathe, but does say the wheels and axles were bought finished. If I remember rightly, Simon's engine was mainly brass construction, but the original was sheet steel, wood, zinc sheet for the boiler, copper for the smokebox door, with iron hinges etc. - in other words, probably whatever came to hand.

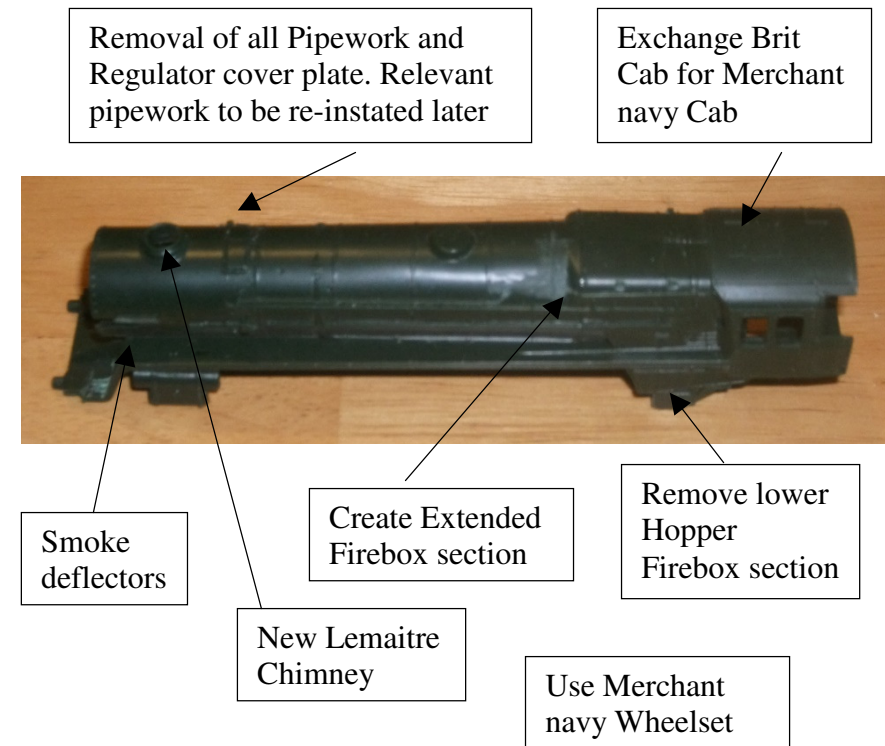


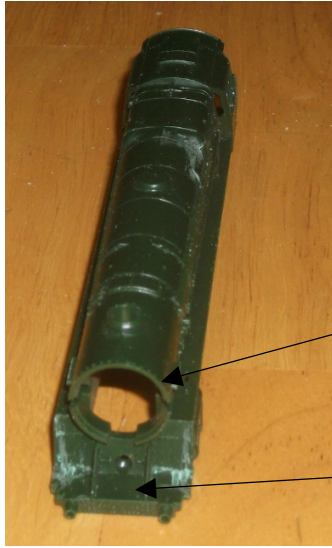
A HALF-INCH SCALE ELECTRICALLY-DRIVEN MODEL TANK LOCOMOTIVE.

Chris

## Creating a Rebuilt West country in TT Gauge (Part II)

The Locomotive requires a bit more modification.





New  
Smokebox

Buffers, Vacuum  
pipes, AWS  
battery box and  
Foot steps

As with the Tender, I will purchase a Merchant navy that has been damaged, so as not to destroy a good loco.

When test fitting a spare chassis I realised that due to the different trailing truck dimensions the lower hopper ashpan section would have to be removed.

#### Smokebox door



The Bulleid Pacifics had a distinguishing feature, that was the oval door, in place to clear the casing on the original engines, this was retained to the rebuilt locos. The main door section is formed using 3 x 1mm pieces: 1 off disk and 2 x oval sections all sandwiched together.

The 2 oval pieces were stuck together first and then radiused to get the correct domed profile.

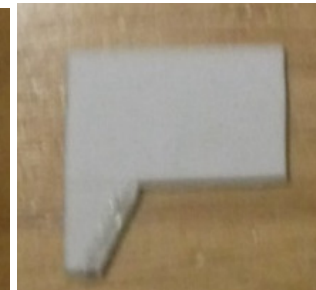
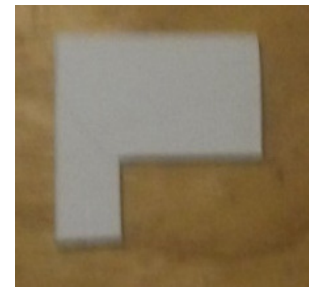
The disk is profiled to sit into the rim on the body. Once the disk fits with slight resistance, the door part can be stuck to the disk, giving the finish as demonstrated in the lower image.



#### Smoke Deflectors

The smoke deflectors have an iconic shape with cut outs near the running board.

The images below show the 3 stages of making the smoke deflectors. These will require the steam pipe cover once permanently attached to the loco top.



Finishing details include the handrails on the smoke deflector, to be applied later on.

#### Removed hopper ashpan

Once the hopper ashpan is removed, the correct trailing truck can be used. The Bulleid trailing truck does not reach as far back as that of the Britannia, thus the hopper gets in the way. This was carefully removed via the use of the Dremel and light needle file.

#### Removal of pipework

It is sometimes thought that BR standards are austere looking locos. However on closer inspection, there is a vast amount of pipework, around the boiler cladding. The light pacific only requires 2 water feed clacks on the RH side. Because of this it was easier to remove the cast handrails + pipework and replace them with proper handrail stanchions/ wire as well as the 2 clacks, though this was applied with solid plastic strip.

#### Adding the Firebox extension

The firebox extension requires a complete new piece to be let into place. The main block is formed of 3 layers of 1mm sheet, with the boiler profile cut in.



When trying to fit to the boiler it is difficult to attain a smooth fit. To get this smooth fit, a small amount was removed from the boiler casing to sit in this extension, the block could then be added to, to achieve the correct profile with the boiler.

#### Current Progress



Here is the locomotive so far. As can be seen the requirement for the cab to be changed. Once done finer details such as hand rail stanchions and vacuum ejector pipes are required to be fitted.

#### Cut and Shut Cab

When carrying out a cut and shut operation, it is important to remember key location points on the chassis, this is the locking step at the back of the unit, this is allowed for in both locomotive bodies and care must be taken to ensure that the cabs are cut in just the right place to retain detail and also retain the locating hole position. By changing the cabs the loco then loses all Britannia class features, bar the chimney and becomes the correct length.

The cabs are cut very carefully with a junior hacksaw and the required sections made true using a hand file. Any features that are not required can then be removed.

Once the cab and other finer details have been added to the body, the model can be finish painted.

There remains one major detail, this is the outside Walschaerts valve gear. This is a feature that can utilise the valve gear of a Britannia, and will either be sourced from an original or made from scratch.

### Summary

I hope that you have liked the product thus far.

In part III, we will look at the final model.

### **Forthcoming events**

October 13th - visit to West Huntspill club

October 21st - Autumn Open Day

October 27th - Exeter Garden Railway Show

November 3rd - Maintenance day, followed by an evening steam-up and barbecue

November 9th - Bits & Pieces/Bring & Buy evening

December 14th - Club Christmas dinner

Remember, all these events, and more, can be found on the club's web site at [www.tivertonmodelengineering.org.uk](http://www.tivertonmodelengineering.org.uk)